

REPORT TO	Statutory Planning Committee		
Meeting date	23 September 2026	File number	SD-030-24 20-6205-3
Title	Part 11B Development Application – Mixed Use Development at Lot 572 (No. 200) West Coast Highway, Scarborough – Determination and Development Application – Works within Planning Control Area abutting Lot 572 (No. 200) West Coast Highway, Scarborough – Determination		
Purpose	For decision		
Head of power	Part 11B of the Planning and Development Act 2005 116(1)(b) of the Planning and Development Act 2005		
Delegation	Instrument of Delegation 2024/02 Power of Committees, 2.8 and 2.5		
Confidentiality	Non-confidential		
Responsible officer	Seth Cohen-Radosevich – Planning Manager, Significant Development Assessment Unit Dale Sanderson – Planning Director, Land Use Planning Metro Central	Responsible Officer Conflict of Interest: Nil	
Date DPLH received / conformed	19 January 2026		
Processing days	132 days with agreed extension (Part 11B) 14 days (PCA DA)		
SITE DETAILS			
Region(s)	Metropolitan (Central)		
Local government(s)	City of Stirling		
Region Scheme / Zone	Metropolitan (MRS): Urban		
Local Scheme / Zone	City of Stirling Local Planning Scheme No. 3: Development		
Property address	Lot 572 (No. 200) West Coast Highway, Scarborough		
Site area	3,011m ² (excluding PCA area)		
Existing land use	Multiple Dwellings (Short and long-term accommodation)		
Landowner/s	200W Pty Ltd		
Applicant/s Consultant/s	Rowe Group		
State Heritage	No - not on Register		
Local Heritage	N/A		
Bushfire prone area	NO		

Part 11B Development Application – Mixed Use Development at Lot 572 (No. 200) West Coast Highway, Scarborough – Determination and Development Application – Works within Planning Control Area abutting Lot 572 (No. 200) West Coast Highway, Scarborough – Determination

Contaminated site	NO
PART 11B SIGNIFICANT DEVELOPMENT PATHWAY	
Value of development	\$130 million
Referral pathway	Prescribed significant development
Design review	State Design Review Panel
ATTACHMENTS	
A1 – Location plan and site photos A2 – Development Plans, date-stamped 6 August 2026 A3 – City of Stirling Submission and Applicant Response A4 – State Agencies Advice and Applicant Response A5 – Summary of Public Submissions and Applicant Response A6 – SDRP Design Review Report	A7 – Planning Context, Site History, Framework and Policy Assessment Overview A8 – Comparative View Corridor Analysis A9 – Streetscape and Perspectives A10 – Applicant Response to Requests for Further Information A11 – Applicant Transport Impact Assessment A12 – Development Plans within Planning Control Area, date-stamped 8 September 2026

EXECUTIVE SUMMARY

This report seeks determination of two related but separate development applications, as follows:

Part A

A development application for a proposed crossover, landscaping and awning within the Planning Control Area (PCA) has been submitted and is the subject of this report, as it relates to the development application under Part 11B of the *Planning and Development Act 2005* (PD Act) (**A12**).

Part B

An application submitted under the Part 11B Significant Development Pathway seeks approval for a 26-storey mixed use development on Lot 572 (No. 200) West Coast Highway, Scarborough (the site) (refer **A1** and **A2**).

The key considerations identified in assessing this application are as follows:

- The site is within the Scarborough Special Control Area (SSCA) under the City of Stirling Local Planning Scheme No.3 (LPS 3) with the development proposed at a greater scale than anticipated under the Scarborough Design Guidelines (SDGs).
- The City of Stirling (City) does not support the proposed development, primarily due to the building's height, bulk and scale that exceeds both LPS 3 and the SDGs, and the car parking shortfall (**A3**).
- The State Referral Coordination Unit (SRCU) has engaged with State Government agencies. The key issue arising from the State agency review is the retention of the bus embayment along West Coast Highway and noise management (**A4**).
- Key concerns raised during public consultation related to the building height, scale and bulk; alignment with the local planning framework; increased traffic congestion; impacts on parking and access; alignment with the local character and overshadowing of the surrounding

properties and foreshore. Submissions in support highlighted that the site is an appropriate location for higher density development (A5).

- The application was subject to two independent reviews against the design principles of State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) (A6). The design approach is supported by the State Design Review Panel (SDRP) subject to some improvements relating to materials and treatments, functionality, and landscaping. Some modifications have occurred, with recommended changes capable of being addressed through recommended conditions.
- The application is capable of being determined under the existing planning framework which provides the decision-maker with an ability to exercise discretion to approve the application.

RECOMMENDATION

PART A

That the Statutory Planning Committee resolves:

Under s.116(1)(b) of the Planning and Development Act 2005 to approve development application reference 20-6205-3 and accompanying plans (date-stamped 8 September 2026) for the proposed crossover and landscaping located at 200 West Coast Highway, Scarborough subject to the following:

- 1. This approval only relates to portions of the development located within Planning Control Area 177.***
- 2. The development approval is valid for four years from the date of this letter. If the subject development is not substantially commenced within a two-year period, the approval shall lapse and be of no further effect.***
- 3. Development within Planning Control Area 177 is approved on a temporary basis and is to be removed at the landowner's cost, should the land be required for the purpose of widening West Coast Highway in the future.***

PART B

That the Statutory Planning Committee resolves:

- A. to note this application is capable of being determined under the applicable planning instrument, being the City of Stirling Local Planning Scheme No.3 and it has been considered and determined accordingly; and***
- B. under s.171P(1) of the Planning and Development Act 2005, to approve development application reference SD-030-24 and accompanying plans (date-stamped 6 August 2026) for a Mixed Use Development at Lot 572 (200) West Coast Highway, Scarborough, subject to the following:***

Conditions

Approval Timeframe

1. ***This decision constitutes development approval only and is valid for a period of 4 years from the date of approval. If the development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.***

Conformity with Plans

2. ***The development is to be undertaken in accordance with the approved plans 6 August 2026 attached to this approval, subject to modifications required by any condition of this approval, final details of which are to be submitted at working drawings stage (condition clearance stage), to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.***
3. ***A copy of the final working drawings (prepared for submission of relevant building permit applications) and all associated plans, reports and information that addresses the conditions of approval are to be submitted to, and cleared by, the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.***
4. ***Prior to submission of the relevant building permit application(s), the applicant is to submit final details of the materials, colours and finishes of the exterior of the building to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling, demonstrating:***
 - i. ***that the development is to be constructed with high quality and durable external materials and finishes, which are consistent with or enhance those detailed on the approved elevations of the development 6 August 2026 with particular attention to the reflectivity, quality, colour, design, and façade engineering of the glazed elements of the facades;***
 - ii. ***a comprehensive finishes schedule demonstrating that all external finishes and materials exposed to the coastal environment are of an appropriate marine grade standard;***
 - iii. ***Glazing to ground-floor commercial tenancies, the lobby and communal areas facing the pocket park and street is to be fully transparent to full height with glazing to habitable room windows on dwellings comprising a minimum of 50 per cent clear glass; and***
 - iv. ***Awnings to be constructed of opaque material.***
5.
 - a. ***Prior to occupation of the development, an Affordable Rental Dwellings Delivery and Management Plan is submitted to and approved by Western Australian Planning Commission, on advice from the City of Stirling, to ensure a minimum of 37 multiple dwellings (or 15% of the total number) to be managed and operated as affordable rental dwellings. The Plan is to address, but is not limited to:***
 - i. ***detailing the total number of dwellings;***
 - ii. ***the specific dwellings in the development;***

- iii. any car parking provided;
- iv. resident access to communal facilities;
- v. how rents will be calculated;
- vi. how tenants will be identified;
- vii. confirming the program will run for 20 years;
- viii. details of the program manager;
- ix. details of how to manage any transfer of ownership of the 37 dwellings; and
- x. confirmation that the developer/landowner will be responsible for all associated costs and fees (strata, insurances, management).

b. The approved Affordable Rental Dwellings Delivery and Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.

Land Titles

- 6. Prior to occupation of the development, a notification, pursuant to Section 70A of the Transfer of Land Act 1893, is to be registered on the certificate of title(s) of all apartments on the subject lot. Notice of this notification is to be included on the diagram or plan of survey (deposited plan) and registered at the landowner/proponent's expense, to the satisfaction of the Western Australian Planning Commission. The notification is to state as follows:**

"This apartment is located within a precinct that may be affected by potentially heightened ambient noise levels and other factors (activity, noise, light, traffic and late hours of operation) within public and private areas than that normally associated with a typical residential area."

Development Contributions

- 7. Prior to occupation of the development, the applicant/ developer is to pay the City of Stirling a development contribution in accordance with the City of Stirling Local Planning Scheme No. 3 Schedule 11B Scarborough Development Contribution Plan, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.**
- 8.**
- a. Prior to submission of the relevant building permit application(s), a public art concept to the value of \$500,000 plus 0.5% for every construction cost dollar over \$50 million, in accordance with Scarborough Development Policy 4 – Public Art, is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling.**
 - b. Prior to occupation of the development, the approved public art is to be installed by the developer and maintained thereafter by the owners and/or managers of the development in accordance with Scarborough Development Policy 4 – Public Art, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.**

Planning Control Area

9. ***No development is to be carried out within the identified Planning Control Area as shown on the approved plans, without obtaining prior approval from the Western Australian Planning Commission.***

Construction Management

10.

- a. ***Prior to submission of the relevant building permit application(s), a Construction Management Plan is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling. The Plan is to address, but is not limited to:***

- i. hours of construction and works;***
- ii. temporary buildings, fencing, hoardings, gantries, and signage;***
- iii. deliveries and storage of construction materials and machinery;***
- iv. management of vibration, dust and erosion;***
- v. management of any site dewatering and stormwater discharge;***
- vi. management of construction noise and other site generated noise;***
- vii. demolition and construction waste management, recycling, and removal;***
- viii. protection of public realm infrastructure;***
- ix. public communication and complaint handling procedures, including contact details of essential site personnel;***
- x. site safety and security; and***
- xi. any other relevant matters.***

- b. ***The approved Construction Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.***

11. ***Prior to submission of the relevant building permit application, a dilapidation report prepared by a suitably qualified professional is to be submitted to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling, detailing the current condition and status of all buildings, surrounding paved areas and ancillary structures, including but not limited to the buildings and structures on the following properties:***

- Lot 2 (No.9) Manning Road;***
- Lot 49 (No. 194), Lot 45 (No. 202), Lot 44 (No. 204) West Coast Highway; and***
- Lot 80 (No. 30), Lot 1 (No.35), Lot 83 (No. 39), Lot 84 (No. 41) Filburn Street.***

A copy of the dilapidation report(s) is to be provided to the City of Stirling and the respective landowner/s of the abovementioned properties. In the event that access for undertaking the dilapidation survey is denied by a landowner, the applicant must demonstrate in writing to the satisfaction of the Western Australian Planning Commission that all reasonable steps have been taken to obtain access and advise the affected property owner of the reason for the survey and that these steps have failed.

Materials and Finishes

- 12. Prior to submission of the relevant building permit application(s), details of any proposed external fixtures including, but not limited to transformers, building plant, plumbing vents and pipes, air conditioners and hot water systems shall be integrated into the design of the building and located or screened to minimise any visual or noise impacts on neighbouring properties and the public realm, being submitted to, and approved by, the Western Australian Planning Commission, on advice from City of Stirling.**
- 13. Prior to occupation, the development is to be constructed with high quality and durable external materials and finishes, consistent with the approved development plans, including elevations and perspectives (other than as amended by conditions of approval), to the satisfaction of the Western Australian Planning Commission.**

Landscaping**14.**

- a. Prior to submission of the relevant building permit application(s), a detailed Landscape Plan, is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling which is to reflect the updated Landscape Concept Report (dated July 2026) and to:**
- i. Include hard and soft landscaping specifications, dimensions and surface treatments;**
 - ii. detail plant and tree species and spacing, tree and pot sizes, quantities and planting schedules and maturity specifications;**
 - iii. detail deep soil areas provided in accordance with Residential Design Codes Volume 2 – Apartments including minimum deep soil area per tree;**
 - iv. detail planting on structure, including planter dimensions, soil depths, pot sizes and structural load allowances, together with certification by a suitably qualified professional that the building can accommodate the proposed landscaping;**
 - v. include a report by a suitably qualified professional confirming the suitability of selected plant and tree species;**
 - vi. detail on paving, lighting, seating, shade structures, any public art, walls, kerbs and any other hard landscape infrastructure;**
 - vii. detail reticulation, irrigation and water management, including rainwater or grey water capture and re-use; including irrigation design prepared by a certified Irrigation Designer;**
 - viii. be based on water sensitive urban design and designing out crime principles;**
 - ix. detail ongoing management and maintenance; and**
 - x. show spot levels and/or contours.**
- b. Prior to occupation of the development, certification is to be provided from a suitably qualified professional confirming that all landscaping including mulching and reticulation has been established in accordance with the approved landscaping plans, Australian Standards and best trade practice.**

- c. *The approved landscaping is to thereafter be maintained by the operators of the development, to the satisfaction of the Western Australian Planning Commission.*

Transport, Access and Parking

15.

- a. *Prior to submission of the relevant building permit application(s), a Construction Traffic Management Plan, detailing how traffic will be managed at all times during construction, is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling, Main Roads Western Australia and the Public Transport Authority. The plan is to address, but is not limited to:*
 - i. *how construction activities will be staged and managed to minimise impacts on West Coast Highway and the surrounding road network;*
 - ii. *site access and egress;*
 - iii. *parking arrangements for staff and contractors;*
 - iv. *pedestrian and cyclist management and any footpath obstructions; and*
 - v. *potential disruption of any bus services or bus stops and mitigation measures.*
- b. *The approved Construction Traffic Management Plan is to be implemented , to the satisfaction of the Western Australian Planning Commission.*

16.

- a. *Prior to submission of the relevant building permit application(s), preliminary road upgrade plans (15% concept) for the crossover, deceleration lane, and bus bay on West Coast Highway are to be submitted to, and approved by, the Western Australian Planning Commission, on advice from Main Roads WA and the Public Transport Authority. The upgrade plans are to include the revised design of the deceleration lane, such that the existing bus stop and embayment are to be retained in their current locations on the West Coast Highway Primary Regional Road Reserve, fronting the property.*
- b. *Prior to occupation of the development, the approved road upgrade plans are to be implemented at the full expense of the applicant/landowner, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA and the Public Transport Authority.*

17.

- a. *Prior to submission of the relevant building permit application(s), a Travel and Parking Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling, the Department of Transport and Major Infrastructure and the Public Transport Authority. The Plan is to detail:*
 - i. *mode-share targets and initiatives in relation to public transport, walking, cycling, shared and private car use by residents, staff and visitors of the development;*
 - ii. *implementation and management of the unbundled residential car parking bays;*

- iii. *implementation and management of the car share scheme;*
- iv. *visitor and commercial parking arrangements including operation of the booking system;*
- v. *procedures for granting access to secured parking areas;*
- vi. *implementation and management of the bicycle sharing facility;*
- vii. *allocation of ACROD bay/s;*
- viii. *parking / storage for bicycles and other personal mobility devices;*
- ix. *end of trip facilities, including showers and lockers and access to these for residents and visitors;*
- x. *provision of charging facilities for electric vehicles and other personal mobility devices;*
- xi. *the identification and management of loading, delivery, and waste management areas;*
- xii. *management of safe vehicle, cyclist, pedestrian and other transport user movements through parking and access areas including waste vehicle swept paths being clear of obstructions; and*
- xiii. *wayfinding and directional signage for residents, staff, visitors and deliveries.*

- b. *The approved Travel and Parking Management Plan is to be implemented, and the development is to be carried out in accordance with the approved Travel and Parking Management Plan to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.*

18.

- a. *Prior to occupation of the development, certification is to be provided by a suitably qualified professional confirming that all points of ingress and egress, pedestrian and vehicle accessways, loading bays, car and motorcycle parking spaces, universal access, and bicycle parking on the site and adjoining road reserve are consistent with the approved plans and have been constructed, drained, sealed and marked in accordance with the relevant Australian Standard, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.*
- b. *Prior to occupation of the development, the visitor car parking spaces are to be marked and clearly signposted as dedicated for visitor use only, to the satisfaction of the Western Australian Planning Commission.*
- c. *All parking bays, driveways and access points shall be thereafter maintained by the landowner/applicant and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

- 19. *Prior to occupation of the development, redundant vehicle crossovers are to be removed and the kerbing and verge and footpath is to be reinstated, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads Western Australia and City of Stirling.*

Noise and Acoustics**20.**

- a. Prior to submission of the relevant building permit application(s), the Acoustic Report (date-stamped 6 August 2026) is to be modified to reflect working drawings and approved development plans and detailing effective management of noise ingress and egress for all land uses, traffic noise, service vehicles, and mechanical equipment, and consistent with State Planning Policy 5.4 Road and Rail Noise, and is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA.**
- b. Prior to submission of the relevant building permit application(s), certification is to be provided by/from a suitably qualified professional confirming the recommendations of the approved Acoustic Report have been included in the development plans, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.**
- c. Prior to occupation of the development, certification is to be provided from a qualified acoustic consultant confirming the recommendations of the approved Acoustic Report have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission.**

Universal Access and Safety**21.**

- a. Prior to submission of the relevant building permit application(s), a Universal Access Statement, prepared by a suitably qualified person and detailing universal access within the public realm of the development site and for all building entries, is to be submitted to, and approved by, the Western Australian Planning Commission.**
- b. Prior to occupation of the development the applicant is to demonstrate the universal access has been provided in accordance with the approved plans and Universal Access Statement, to the satisfaction of the Western Australian Planning Commission.**

22. Prior to occupation of the development, pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.3-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the Western Australian Planning Commission on advice from the City of Stirling.

23.

- a. Prior to submission of the relevant building permit application(s), a minimum of 50 dwellings are to be capable of adaption in accordance with the Liveable Housing Silver Design Standard and Residential Design Codes with final details submitted to, and approved by, the Western Australian Planning Commission.**
- b. Prior to occupation of the development, the landowner/proponent is to demonstrate a minimum of 50 dwellings are capable of adaption in accordance with the Liveable**

Housing Silver Design Standard and Residential Design Codes in accordance with the approved developments plans.

24. Prior to submission of the relevant building permit application(s):

- a. A Crime Prevention Through Environmental Design report prepared by a suitably qualified person, is to be submitted to, and approved by, the Western Australian Planning Commission.**
- b. The recommendations of the approved Crime Prevention Through Environmental Design report to be incorporated in the final working drawings of the development, to the satisfaction of the Western Australian Planning Commission.**

Lighting

25.

- a. Prior to submission of the relevant building permit application(s), a Lighting Strategy detailing external illumination of the development in accordance with Australian Standards, is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling. The Strategy is to provide lighting to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points and control obstructive effects of outdoor lighting and must not spill into any adjacent properties.**
- b. Prior to occupation of the development, the proponent is to provide certification from a suitably qualified person demonstrating the external lighting has been installed in accordance with the approved Lighting Strategy, to the satisfaction of the Western Australian Planning Commission.**
- c. The approved Lighting Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.**

Signage

26.

- a. Prior to submission of the relevant building permit application(s), a Signage Strategy is to be submitted to and approved by the Western Australian Planning Commission, on the advice from the City of Stirling and Main Roads Western Australia. The strategy is to be consistent with Scarborough Redevelopment Area Development Policy 6 Signage and include, but not be limited to, details of the locations, sizes, materials, clearance to pedestrian and vehicle spaces and any lighting of any freestanding, building exterior, and wayfinding signage.**
- b. Prior to occupation of the development, the approved Signage Strategy is to be implemented by the landowner/proponent and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.**

Sustainability

27.

- a. *Prior to the submission of the relevant building permit application(s), certification is to be provided from a suitably qualified professional confirming the sustainability measures contained within the Architectural ESD Report dated 13 November 2025 have been incorporated in the final drawings and documents, to the satisfaction of the Western Australian Planning Commission.*
- b. *Prior to occupation of the development, certification is to be provided from a suitably qualified professional confirming that the sustainability measures identified within the approved Architectural ESD Report dated 13 November 2025 have been implemented and the development has achieved a minimum Five Star Green Star rating, to the satisfaction of the Western Australian Planning Commission.*
- c. *The accepted sustainability initiatives shall be incorporated into the development and thereafter maintained by the landowner/proponent and/or managers of the development, to the satisfaction of the Western Australian Planning Commission.*

Waste Management

28.

- a. *Prior to submission of the relevant building permit application(s), a final Waste Management Plan, consistent with the final working drawings and demonstrating that all waste and recycling will be collected onsite, including 7 x 660L general waste bins and 6 x 660L recycling bins to be collected twice a week, and is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling.*
- b. *The approved Waste Management Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.*

Wind Mitigation

29.

- a. *The recommended measures included in the Wind Assessment Report, dated 6 August 2026, are to be reflected in the final plans and implemented, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling.*
- b. *Prior to occupation of the development, documentation from a suitably qualified professional is to be provided certifying that the wind mitigation measures identified within the approved Wind Assessment Report, dated 6 August 2026, have been implemented, to the satisfaction of the Western Australian Planning Commission.*

Stormwater and Drainage

30.

- a. *Prior to submission of the relevant building permit application(s), a Stormwater Management Plan, demonstrating that all storm water will be contained on-site, is to be submitted to, and approved by, the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads Western Australia.*
- b. *The approved Stormwater Management Plan is to be implemented, to the satisfaction of the Western Australian Planning Commission.*

Advice

- a. *This is a development approval only. The proponent/landowner is advised that it is their responsibility to ensure that the proposed development complies with all other applicable legislation, local laws and/or license/permit requirements or any other restriction that may apply to the land and that may relate to the development. Please contact the City of Stirling for further advice on building, health, engineering and road reserve requirements.*
- b. *With regard to Condition 1, the term ‘substantially commenced’ has the meaning as set out in the Planning and Development (Local Planning Schemes) Regulations 2015 as amended from time to time. The substantial commencement date is calculated from the date the applicant receives the determination notice.*
- c. *With regard to Conditions 2 and 3, a copy of the final working drawings prepared for the submission of an application for a relevant building permit and all associated reports and information that address the conditions of approval are to be submitted to and cleared by the Western Australian Planning Commission. The final working drawings and associated documents are to comply with all conditions of development approval, as confirmed by the Western Australian Planning Commission, and any variations from the approved development plans are required to be clearly identified.*

Following satisfactory assessment of the plans and documents, the Western Australian Planning Commission will provide a clearance letter and copies of the document to the local government to assist with relevant building permit assessment. Where works and/or relevant building permit are proposed to be staged, the Western Australian Planning Commission may agree to a staged clearance of working drawings and associated conditions of approval.

The final plans and documents submitted to the Western Australian Planning Commission to satisfy the conditions if this approval will be verified by the Department of Planning, Lands and Heritage officers and any other local of State Government agency, where applicable. Approval for any substantive changes to the approved plans and/or documents will need to be obtained in writing from the Western Australian Planning Commission, via an Amendment Application process (Form 11B-2).

- d. *With regard to Condition 5, the suitable arrangements may include a legal agreement (or such other alternative) which sets out the terms to ensure the*

provision of a minimum of five dwellings designated as affordable dwellings to be managed by a community housing provider, in perpetuity. This may include the following details:

- **Restricting the sale of the applicable dwellings;**
 - **Management arrangements for the affordable rental;**
 - **Where necessary provides for a restrictive covenant registered against the title of the relevant dwellings.**
- e. With regard to Condition 8, please refer to the City of Stirling Developer's Guide to Public Art, Public Art Masterplan and Scarborough Development Policy 4 Providing Public Art. Contributions may be via payment into the public art fund for the project area.**
- f. With regard to Condition 10, all construction works shall comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997. Noisy construction work outside the period 7:00am to 7:00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been approved in writing by the City of Stirling.**
- g. With regard to Condition 12 and 15 any fire boosters, meter boxes or other utilities required to service the development site shall not be attached to neighbouring property walls.**
- h. With regard to Condition 14:**
- **The Banksia Grandis proposed for the ground floor is difficult to establish and is unlikely to thrive in an urban environment. This should be replaced with a more suitable tree species.**
 - **The proposed Melaleuca leucadendra has been identified as a 'large tree' on the landscape plans. This is a 'medium tree' that grows 8 to 10m tall and 5-7m wide and should be replaced with a more suitable 'large tree' species.**
 - **The proposed deep soil areas are insufficient for the tree sizes proposed under the Residential Design Codes Volume 2 – Apartments. Where deep soil areas are proposed under the minimum requirements of the Residential Design Codes Volume 2 – Apartments, suitable justification should be provided to demonstrate that the specific tree species will successfully be able to grow to maturity.**
- i. With regard to Condition 15:**
- **The plan is to be prepared in accordance with Main Road's Traffic Management for Works on Roads Codes of Practice;**
 - **The plan is to be submitted for Main Roads WA review and approval no less than 15 business days before works commence;**
 - **Where the plan proposes any modification to traffic signal operations, the applicant shall prepare and submit the necessary documentation in accordance with the Main Roads' Temporary Traffic Management Signal**

Approval Policy as early as practicable to enable review and approval by Main Roads prior to implementation;

- **No modifications to traffic signal operations shall occur without the prior written approval of Main Roads;**
- **The plan is to be maintained for the duration of construction works on West Coast Highway;**
- **All costs associated with traffic management are to be borne by the applicant; and**
- **The Public Transport Authority (PTA) advises that it requires a minimum notice period of 10 business days prior to any proposed road closure or any proposed disruption to bus stops or bus routes by emailing: transperth.servicedisruptions@pta.wa.gov.au. Any damage to existing bus stops will require the applicant/owner making all rectifications to PTA standards.**

j. With regard to Conditions 15 to 18:

- **Prior to undertaking any works within the West Coast Highway Road Reserve, a Working on Roads permit must be obtained.**
- **Main Roads WA approval is required for any road signage, pavement marking modifications, and regulatory traffic controls in accordance with the Road Traffic Code 2000.**
- **Main Roads WA approval is required for works and access on the State road network in accordance with the Main Roads Act 1930.**
- **All traffic management is required to be undertaken in accordance with Main Roads WA Traffic Management for Works on Roads Code of Practice and Temporary Traffic Management Signal Approval Policy.**

k. With regard to Condition 16 the Public Transport Authority (PTA) advises that:

- **The road upgrade plans are to include the following:**
 - **Red asphalt treatment to clearly delineate the bus embayment from adjacent turning movements, with the treatment extending a minimum of 5 metres beyond the downstream bus stop post to allow buses to safely exit the embayment;**
 - **Yellow dashed separation line marking between the bus embayment and adjacent traffic movements;**
 - **Dedicated green cycle lane treatment where cycling infrastructure interfaces with the bus facility; and**
 - **Yellow “BUS ONLY” pavement stencilling and associated line marking treatments.**
- **Vehicle access or crossovers within the location of the bus embayment within the West Coast Highway road reserve immediately adjacent to the development site (Lot 572) will not be permitted by PTA.**

l. With regard to Condition 16, Main Roads WA advises that the upgrading/widening of West Coast Highway is not in Main Roads’ current 4-year forward estimated construction program, all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

m. With regard to Condition 17, the Travel and Parking Management Plan should address:

- **How electrical supply is to be incorporated into the bike parking facilities to charge e-bikes, mobility devices and other emerging technologies.**
- **Provision of bicycle parking and End of Trip facilities in accordance with Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management.**
- **The operation of any booking system to secure visitor parking bays.**

n. With regard to Condition 18:

- **The loading bay is to be free of services, utilities or any other structure which impedes on the required 4.5m height clearance, for the duration of the development to the satisfaction of the City of Stirling.**
- **The proposed crossover configuration is subject to the approval of the City of Stirling. A “Crossover Installation Application” is required to be submitted and approved prior to the commencement of the crossover installation. A footpath width of 2.5 metres is to be retained.**
- **Working drawings should show pedestrian and cyclist priority by appropriate foot/cycle path material continuing over crossovers.**

o. With regard to Condition 20 the final Acoustic Report should address:

- **Noise generated from residents, visitors, staff and/or occupants;**
- **Traffic noise, in accordance with the State planning Policy 5.4 - Road & Rail Noise;**
- **Australian Standard 2017 “Acoustics” - Recommended Design Sound Levels and Reverberation Times for Building Interiors”;**
- **Building Code of Australia (BCA), Part F5 - Sound Transmission and Insulation;**
- **Main Roads WA Requirements for Road Traffic Noise Assessments;**
- **Mechanical services and plant including (but is not limited to) air conditioning systems, the car park exhaust and the pool pumps and equipment. The location, installation and operation of all fixed plant and equipment shall ensure that noise emissions will comply with the assigned levels of the Environmental Protection (Noise) Regulations 1997.**

p. With regard to Condition 25, any outside lighting is to comply with Australian Standard AS 4282-2023 - Control of the Obtrusive Effects of Outdoor Lighting (as amended) for the control of obstructive effects of outdoor lighting and must not spill into any adjacent premises. Details of any outside lighting to be submitted at the Building Permit application stage demonstrating compliance with Australian Standard AS 4282-2023 (as amended).

q. With regard to Condition 26, any building or advertising signs within or visible from a State road reserve are required to comply with Main Roads WA [policy-and-assessment-guidelines-for-static-advertising-signs.pdf](#) and Main Roads WA approval is required for advertising signage visible from State roads under Main Roads (Control of Advertisements) Regulations 1996.

- r. *With regard to Condition 28, the bin enclosure shall comply with the requirements of the City of Stirling's Waste Management Local Law 2010.*
- s. *With regard to Condition 30:*
- *Stormwater must not affect or be allowed to flow onto or into any other property or road reserve and there shall be no connection to the City's drainage infrastructure without the written consent of the City of Stirling;*
 - *Main Roads WA advises that stormwater discharge is not to exceed pre-development discharge to the West Coast Highway road reserve.*
- t. *The proponent is advised that the future Strata Scheme by-laws should include a bylaw/s or clause/s that require the approved:*
- i. *Landscaping Plan;*
 - ii. *Acoustic Report;*
 - iii. *Travel and Parking Management Plan; and*
 - iv. *Waste Management Plan.*
- to be implemented and adhered to by the landowner/proponent and/or managers of the development.*
- u. *The Water Corporation advises that the proposal will require Multi residential Application (Mixed Use) approval. An application can be submitted via the Water Corporation online portal Buildernet. Documents required for approval may include final construction site plans, architectural floor plans, hydraulics plans, and trade waste forms.*
- v. *Water Corporation sewerage assets surround the site. In accordance with Section 90 of the Water Services Act 2012 whenever development is proposed near Water Corporation assets the landowner/proponent needs approval prior to construction.*
- w. *Western Power advises that a load connection request / application for electricity transmission services for the development will be required to be submitted.*
- x. *If the applicant/landowner is aggrieved by this determination, there is a right of review by the State Administrative Tribunal in accordance with Part 11B of the Planning and Development Act 2005.*

PROPOSAL DETAILS

The report addresses the requirements of two separate but related applications, as follows:

- A development application for the proposed crossover, landscaping and awning within the Planning Control Area (PCA) has been submitted and is also the subject of this report, as it relates to the development application under Part 11B of the PD Act (**A12**).
- The Part 11B development application seeks approval for a 26-storey mixed use development (**A2**) comprising:

Part 11B Development Application – Mixed Use Development at Lot 572 (No. 200) West Coast Highway, Scarborough – Determination and Development Application – Works within Planning Control Area abutting Lot 572 (No. 200) West Coast Highway, Scarborough – Determination

- a 23-storey tower arranged in a 'pinwheel' configuration, on a podium with a height of four storeys to West Coast Highway and three storeys to the rear;
- 246 build-to-rent (BTR) multiple dwellings, comprising 160 one-bedroom apartments, 65 two bedroom apartments and 21 three bedroom apartments;
- 37 apartments will be provided as affordable dwellings, with the developer retaining ownership and management for a minimum period of 20 years;
- 114m² of commercial floor space fronting West Coast Highway;
- ground level utilities including bike parking, end-of-trip facilities and a bin storage area;
- a total of 222 car parking bays including resident, occupant and visitor bays accessed via West Coast Highway;
- a landscaped public pocket park/plaza adjoining West Coast Highway; and
- communal facilities including internal and external communal areas and associated communal open space located on level 1 and the rooftop.

BACKGROUND

Legislative Framework

Pre-lodgement Consultation

In accordance with r.6 of the *Planning and Development (Significant Development) Regulations 2024* (SD Regulations), a pre-lodgement meeting for a mixed use proposal was held on 20 November 2024 where the applicant presented a preliminary concept for a 26-storey building with 244 BTR apartments and a retail tenancy. At the pre-lodgement meeting, the Commission Chairperson confirmed the need for the proposal to be reviewed by the SDRP prior to lodgement. The proponent has satisfied the pre-lodgement requirements of the pathway for this proposal.

Part 11B Application Lodgement

On 19 January 2026, a Part 11B development application was accepted proposing a mixed use development. The applicant indicated the estimated cost of the development to be \$130 million which satisfies the minimum threshold for entry into the pathway. As detailed in this report, the proposed development is capable of being considered and determined under LPS 3 and the additional provisions under s.171R are not triggered.

For the purposes of s.171T(1) of the PD Act, the Commission must determine a significant development application within 120 days of acceptance, excluding holidays, unless a longer period is agreed. This report is presented within an agreed extended timeframe of 132 effective processing days, and the application is therefore being determined within the statutory period.

The [Applicant's Planning Report](#), dated 19 January 2026, was included in the package of information available during public consultation. Noting that, while modified plans and supporting documentation have since been submitted, this planning report was not updated.

To address matters raised in stakeholder submissions and the ongoing assessment by the Department of Planning, Lands and Heritage (Department), updated documentation, including modified development plans and supporting technical reports, were submitted during the assessment phase. This included submission of an updated landscape concept report, wind assessment, transport impact assessment and noise management plan. The modified development plans and updated reports form the basis of the Department's assessment and this report.

Design Review

The proposal was considered by the SDRP on two occasions, once during the pre-lodgement stage on 13 February 2025 (DR1) and during the assessment stage on 17 March 2026 (DR2). In DR2, the SDRP supported the design approach subject to moderate improvements in accordance with its recommendations. The outcomes of the final review and the applicant's response are provided in **A6**.

Overall, the SDRP considered the proposal to be approaching design excellence and to have generally satisfied the Design Principles of SPP 7.0, subject to further refinement. In response, the applicant submitted revised plans and supporting technical documentation that partially address the SDRP's recommendations. As the remaining matters can be appropriately managed through conditions of approval, and the proposal is required to demonstrate design excellence under the local planning framework due to its proposed height, the following matters are recommended to be addressed by condition:

- preparation of a lighting strategy to contribute to the building's architectural expression;
- resolution of proposed landscaping species and hardscape materials, including paving, to be addressed in the final Landscape Plans; and
- specification of materials suitable for coastal locations; in particular, powder-coat finishes suitable for the context, to be addressed in the materials and finishes schedule.

Site Context

The site comprises a single lot, with an approximate area of 3,035m² and frontage to West Coast Highway. The site is currently developed with a co-living apartment complex ('The Tide'), which consists of 45 dwellings across two three-storey buildings. The proposal seeks to retain the southern-most crossover and the retaining wall along the rear boundary, with all other structures to be demolished. The site slopes approximately seven metres from the rear south-western corner down to the front north-eastern corner of the site, and contains a three metre-wide sewer easement along the rear boundary.

The site forms part of the Scarborough Activity Centre and former Scarborough Redevelopment Area, with the surrounding area comprising low to medium density residential development and higher density mixed use development.

The site is located approximately 250 metres from Scarborough Beach, 120 metres north of Scarborough Beach Road and opposite the Rendezvous Hotel Perth (formerly Observation City) (**A1**). The site's sole street frontage is to West Coast Highway, a primary distributor road that carries approximately 40,000 vehicles per day.

Planning Control Area 177

The purpose of PCA 177 is to protect land for the future widening and improvement of West Coast Highway. s.115 of the PD Act requires development approval for works within a PCA, while s.116 allows the Commission to approve or refuse an application having regard to the relevant State planning policies, the purpose for which the land is zoned, orderly and proper planning, preservation of amenity and any special considerations related to the PCA.

Recent changes to the Commission's delegation to officers of the Department require development approvals within PCAs to be time-limited to the expiry of the PCA. PCA 177 is valid until 19 December 2028. To avoid the need for the applicant to obtain a new approval for the works within a short period,

it is recommended that the PCA component of the development is approved on a time-limited basis that is instead linked to when the affected land is required for road-widening purposes in the future.

Planning Context

The planning context, framework and policy assessment applicable to this proposal, inclusive of the site's planning history and nearby development applications, is detailed in **A7**.

CONSULTATION

In accordance with r.13 of the SD Regulations, the required consultation and advertising has been carried out and is summarised below. The Commission must have due regard to any submissions or advice given during consultation and advertising.

Minister for Planning

The Minister for Planning was consulted on the proposal. On 17 February 2026, the Minister noted the application and made no submission.

State Government and Service Agencies

State Government and service agency stakeholders were consulted on the proposal through the SRCU. Agencies consulted included the Water Corporation, Western Power, Public Transport Authority (PTA), Main Roads Western Australia (MRWA), and the Department of Transport and Major Infrastructure (DTMI).

On 3 March 2026, the SRCU provided a consolidated summary of advice received from these agencies, with no major issues or significant constraints identified. Matters raised by State agencies related to vehicle access, the bus embayment, and noise mitigation measures to protect residential amenity from road traffic noise. These matters were subsequently addressed through revised plans, a revised Transport Impact Assessment (TIA) (**A11**) and an updated acoustic report, which were re-referred to the relevant agencies. On 4 September 2026, the SRCU provided an updated consolidated summary of advice (**A4**), outlining that the matters raised by MRWA, DTMI, and the PTA have been generally addressed.

It is considered that the remaining matters relating to the retention of the existing bus embayment along West Coast Highway, projections into PCA 177, and noise management, as raised by MRWA and PTA, can be appropriately addressed via conditions should the SPC approve the application.

Conditions requested by the State agencies have been incorporated into the recommended conditions and advice notes of approval, as considered appropriate, and modified to align with wording associated with Part 11B determinations.

Local Government

The application was referred to the City of Stirling (City) for comment, and a response was received on 19 March 2026 which is included in **A3**. The City advised it did not support the proposal for reasons including impacts associated with the proposed building height, bulk and scale; inconsistency with the Scarborough Design Guidelines (SDGs); shortfall of visitor car parking; vehicle access; and servicing, waste collection and engineering matters. The Applicant's response to the City's submission is included in **A3**.

The revised plans were referred to the City which advised its objection to the proposal remained and it did not consider that outstanding matters relating to visitor parking, commercial deliveries and servicing and waste collections had been addressed. Specifically in relation to engineering matters, the City raised the following aspects:

- A standard delivery truck height of four metres has not been accommodated, and it is unclear how this would be controlled; and
- The waste collection vehicle bay is 10 metres in lieu of 10.2 metres and manoeuvring remains tight due to locations of pillars resulting in multiple movements to position the truck in the bay.

Notwithstanding the above, the City was requested to provide without prejudice recommended conditions and advice notes should the SPC approve the proposal. The matters raised by the City have been considered as part of the assessment and addressed in this Report. The City provided without prejudice recommended conditions (**A3**). Conditions requested by the City have been incorporated into the recommended conditions and advice notes of approval, as considered appropriate, and modified to align with wording associated with Part 11B determinations.

Public Consultation

Public advertising of the proposal was undertaken between 12 February 2026 and 15 March 2026. A total of 985 letters were sent to surrounding landowners and occupiers within a 200-metre radius of the site and a sign was erected in front of the property. Notices were published in the PerthNow Stirling newspaper, on the Department's website and social media channels, and the Commission's X page (Twitter). At the conclusion of the consultation period, a total of 224 online submissions were received (including one duplicate from a submitter), with the following breakdown:

Strongly Support (A)	36	16%
Support (B)	12	5%
Combined Strongly Support & Support (A+B)	48	21%
Neutral (C)	9	4%
Oppose (D)	23	10%
Strongly Oppose (E)	144	65%
Combined Strongly Oppose & Oppose (D+E)	167	75%

In addition to the online submissions, two emails were received objecting to the proposal.

The key concerns raised in submissions opposing the development included:

- Building height, scale and bulk, and inconsistency with the Scarborough planning framework;
- Traffic, parking and access impacts;
- Visual amenity impacts, including views, overshadowing and streetscape character;
- Building design, local character and residential amenity; and.
- Infrastructure capacity and whether the community benefit justifies the scale of development.

While some submissions acknowledged the need for increased housing supply, economic benefits and investment in Scarborough, the prevailing view from those opposed to the proposal is that it represents an overdevelopment of the site. The matters raised in the public submissions have been

considered as part of the assessment and addressed in this report. A summary of key matters raised in the public submissions and the proponent's response is included in **A5**.

DISCUSSION

Planning Control Area 177 (PCA 177)

Through the assessment process it has been noted that the portion of the proposed development located within PCA 177 is subject to a separate development application and does not form part of the current Part 11B application. The recommendation, as detailed in this report, seeks to have a separate and dependant decision on the respective development proposals.

The proposed development within PCA 177 as depicted in **A12** is minor in nature, comprising a crossover and landscaping. The works can easily be removed in the event the land is required for road-widening in future and/or will not prejudice existing planning intentions, or any future development.

Conditions are recommended in relation to the development within the PCA to ensure improvements are removed, where required, at the time the land is required for road widening purposes. Main Roads WA specifically raised concerns regarding the door to the substation and the two awnings. This is covered by condition requiring any works within the PCA to be removed at the landowner's cost should it be required. This is considered to include awnings or the substation door.

It was also requested that the PCA is to be set aside as a separate lot and ceded to the State at no cost. As the purpose of the PCA is to ensure that no development occurs on this land which may prejudice its purpose or potential reservation, the ceding of land for the PCA is not considered to be warranted. These matters have been incorporated into the separate SPC recommendation applicable to PCA 177. Should the SPC elect not to approve development within the PCA, a determination in relation to the proposed development under 11B should be delayed until such time as access has been resolved.

Strategic Alignment

The proposal has been assessed against the planning instruments applicable to the site including State and local strategic planning frameworks and guidelines, the PD Act, Metropolitan Region Scheme (MRS), LPS 3, relevant State Planning Policies, the Scarborough Master Plan (SMP), SDGs and the Residential Design Codes (R-Codes) Volume 2. A comprehensive list of the planning framework and the proposal's consistency with the framework is provided in **A7**. Where the proposal seeks to depart from the relevant planning instruments and discretion is sought, this is discussed below.

Under LPS 3, the site is zoned Development, and it is within the SSCA, which comprises an outcomes-based approach to redevelopment and urban renewal. The proposal exceeds the Beach Road Precinct development standards, proposing a building height of 26 storeys (rather than 12 storeys) and a site cover of 87 percent (rather than 80 percent). While these variations represent departures from the SDGs, alternative solutions may be supported where they are consistent with LPS 3 and satisfy the relevant design objectives and intent.

Public submissions raise concerns that the proposal is inconsistent with the strategic vision of the SMP and SDGs, particularly the "rise to the centre" principle, due to the building height, bulk and scale. Concerns also relate to departure from the planned height hierarchy, inadequate transition to

surrounding development, cumulative and precedent impacts, and whether sufficient design excellence, community benefit and public realm outcomes are provided to justify the additional height and yield.

The applicant submits that the proposal is consistent with the strategic intent of the SMP and SDGs having regard to its location within the Beach Road Inner Core Sub-Precinct and the evolving built-form character of Scarborough. The applicant also notes several recent approvals that exceed the height originally contemplated by the SMP and SDGs to demonstrate the evolving interpretation of the “rise to the centre” principle.

With respect to the proposed tower design, affordable housing provision, public realm improvements and sustainability measures, it has been assessed that the proposal aligns with the broader SSCA objectives. While generally consistent with the strategic objectives for renewal and intensification, the proposal seeks variations to the SDGs’ built form controls, particularly in relation to height and building bulk and scale, which are considered in more detail below under relevant headings.

Building Height, Bulk and Scale

The proposed development has an overall height of 26 storeys (90.5 metres), which departs from the 12-storey (43 metres) base height and 18-storey (64 metres) maximum bonus height contemplated under the SDGs. The proposed podium presents as 4 storeys (13.9 metres) at West Coast Highway, departing from the 3-storey (11.5 metres) podium form anticipated in the SDGs. The podium can be built to boundaries, provided it has a maximum site cover of 80 percent, with the tower floorplates comprising maximum dimensions of 30 metres by 35 metres. The proposed podium comprises a maximum site cover of 87 percent, with the tower floorplates comprising a maximum dimension of 31.8 metres by 33.7 metres.

Some public submissions raised concerns regarding the height, bulk and scale of the proposed development, particularly its visual dominance and potential impacts on amenity, views, overshadowing, wind conditions and privacy. Submitters also considered the development to be inconsistent with the existing streetscape character and scale, with concerns that it would adversely affect the character of the locality and the amenity of surrounding properties. In assessing these impacts, consideration has been given to the City’s Local Planning Strategy (Strategy), which reflects its vision and strategic intent for Scarborough to evolve into a mixed-use coastal centre and major tourism destination, accommodating higher-density residential development, tourism, entertainment and commercial uses. The development is generally consistent with the Strategy which contemplates greater residential densities and building heights, to facilitate higher density residential development.

The City did not support the proposed height and built form, citing the development does not satisfy the SDGs. Concerns were raised regarding the additional tower and podium height, including the four-storey podium built to the boundary, the presence of blank walls, and the lack of a clear transition to adjoining properties and the streetscape. The City noted that there is no provision within the SDGs to support the additional podium height and is of the view that the proposed pocket park does not establish a clear interface between the public and private realms. The City also considers the proposal to be inconsistent with the prevailing scale of surrounding development, which results in an incohesive streetscape outcome.

To qualify for the bonus height up to 18 storeys, the proposal must satisfy criteria such as delivering a community or sustainability benefit or infrastructure contribution (refer **A7**). The proposal has addressed two criteria through the provision of 15 percent affordable dwellings and achieving a 5-Star Green building rating, with conditions being recommended to ensure implementation. Eligibility for the

bonus height is also contingent on demonstrating design excellence; whereby the SDRP considered that the proposal was approaching design excellence, subject to further refinements which have been addressed through recommended conditions should the SPC approve the application.

The applicant submits that the site is identified for high-density development within an area characterised by existing and approved development that reflects an evolving skyline, with a 24-storey development approved on the adjoining northern lot and a 43-storey development approved nearby at 10 Scarborough Beach Road. The design of the tower and its architectural treatment reduce the perceived building bulk and minimise impacts on views, overshadowing and streetscape character. The applicant outlines that the additional height assists with delivering a range of benefits, including the provision of affordable housing, increased housing supply, sustainability outcomes, ground-floor activation and the provision of a pocket park.

The development demonstrates an appropriate design response having regard to the concerns raised during consultation, and to the SDGs and the R-Codes Volume 2. The proposal incorporates design measures to reduce the perception of height and bulk by improving articulation which minimises the perceived visual appearance of the development when viewed from the adjoining properties, responding to the surrounding context and streetscape character. The SDRP has expressed support for the tower proportions, articulation and architectural response, including the pinwheel tower configuration, scalloped balconies, curved façade elements, rooftop articulation, integrated landscaping, contrasting material palette, generous setbacks and the visual separation between the tower and podium. Collectively, these elements assist in reducing the perceived scale of the development, increasing visual interest and achieving an appropriate built form outcome. The proposal also responds to the SDGs objective of creating a positive interface between the public and private realm through the refinement of the pocket park and activation at ground level, while the rooftop incorporates communal open space and architectural articulation.

On balance, while the proposal represents a departure to the base and bonus height provisions of the SDGs, it is considered capable of achieving acceptable built form, amenity and streetscape outcomes. The proposal aligns with the strategic intent for higher density development within Scarborough, demonstrates a design response that has responded to the SDRP advice, and incorporates measures to manage the impacts associated with the increased density and scale. The residual impacts associated with the additional height are acknowledged but are considered acceptable in the context of the locality's ongoing transition and strategic objectives for increased density and redevelopment. Notwithstanding this assessment, it remains open to the SPC to place greater weight on the height provisions of the DGs and form a different view regarding the extent of discretion sought.

Visual Impact, View Corridors and Character

The SMP and SDGs seek to protect key public views to the coastline and along the east-west view corridors, while maintaining a coherent skyline through the "rise to the centre" principle. Slender building forms are promoted to reduce visual dominance, maintain openness between buildings and preserve opportunities for views through the activity centre.

Some public submissions raised concerns regarding the loss of ocean and sunset views, the building's prominence within the skyline, and potential impacts on Scarborough's coastal character and public spaces. There were concerns that the development would appear out of scale with surrounding development and contribute to a more intensive high-rise character than envisaged by the SDGs, with comparisons drawn to a Gold Coast-style skyline. Concerns also raised that the proposal had not demonstrated the architectural merit to justify the development.

To assess these matters, a comparative visual assessment from key public viewpoints was requested to compare the proposal with a development that complies with the SDGs (**A8**). This enabled an assessment of whether the proposed building height would materially affect coastal views and the extent to which the podium would influence views from nearby locations. The analysis indicates that, while the proposal would be a prominent component of the Scarborough skyline and visible from a range of public locations, its impacts on identified public view corridors would be limited. Compared with a development that complies with the SDGs, the proposal results in a minor increase in visual presence.

The SDRP noted that the proposal incorporates a range of architectural features that reinforce its coastal context while reducing the perceived bulk of the development. These include curved forms referencing local Art Deco heritage, a lightweight material palette, strong indoor-outdoor connections, dune-inspired landscaping, generous balconies, articulated façades, extensive glazing and rooftop elements. Together, these features contribute positively to the building's visual presentation and relationship with its surroundings. While the SDRP recommended further refinement of the western frontage and the integration of shading and screening elements, the revised plans address a number of these matters, including the replacement of darker façade treatments with lighter materials.

Overshadowing

The SDGs seek to ensure that no more than 50 percent of public domain areas and communal open space are overshadowed between 10am and 2pm from 21 April and 21 August. The shadow cast on the foreshore at 9am during this period generally aligns with the shadow already generated by the existing Rendezvous Observation City Hotel and does not result in a significant increase in impacts on public spaces. It is also noted that given the site's distance from the foreshore, any shadow cast by the proposed development would be of a limited duration.

Submissions raised concerns regarding overshadowing impacts on adjoining properties and the foreshore, particularly during winter and early morning periods, including cumulative effects and implications for Scarborough's character and amenity. A detailed submission contends the shadow diagrams submitted with the application understated the overshadowing impacts on adjoining properties as topography was not considered.

The overshadowing diagrams initially included future development scenarios that may not eventuate. The applicant subsequently submitted revised overshadowing diagrams (**A2**) showing the shadow generated by the proposed development only. These revised diagrams have been reviewed by the Department and are considered to accurately represent the proposal's overshadowing impacts.

While No. 202 West Coast Highway would be most affected by overshadowing, the primary openings of Nos. 202 and 204 West Coast Highway are predominantly south-facing, and impacts on solar access are therefore expected to be minimal. The most significant overshadowing impact, compared with an SDGs-compliant development, would occur on the 3 Oceans site at No. 10 Scarborough Beach Road, affecting approximately 950m² (17 percent) of the site at midday on 21 June. Having regard to the site's development potential, this impact is not considered unreasonable. Additional overshadowing of Nos. 26 Scarborough Beach Road and 50 Filburn Street would be limited in both extent and duration, occurring for approximately one hour between 3pm and 4pm on 21 June. At No. 50 Filburn Street, the shadow would primarily affect roof areas, with no material impact on habitable rooms, outdoor living areas or rooftop solar collectors.

The additional overshadowing is generally limited to future development sites and roof areas, rather than public spaces or living areas. Having regard to the strategic context and the built form anticipated

within the SSCA, these impacts are considered acceptable. Accordingly, the proposal is considered to satisfy the overshadowing and solar access objectives of the R-Codes.

Parking

The development proposes 222 car parking bays, comprising 187 resident bays, 33 visitor bays, and two commercial bays. This results in a shortfall of 15 resident bays.

The applicant submits that the proposed car parking provision is appropriate as the site is well connected to public transport routes and cycling paths. The applicant also provided examples of BTR developments with parking rates of between 0.3 and 0.5 bays per dwelling that have successfully managed parking demand, compared to the proposed rate of 0.9 bays per dwelling. While the applicant maintains that the proposed parking supply is adequate, it has advised that a waiting list would be implemented should all on-site bays be allocated. In relation to visitor parking, access will be managed through a secure entry gate and intercom system, allowing visitors to contact the on-site manager. Visitors without a prior booking may be granted access to an available visitor bay, subject to availability, or directed to alternative parking locations. The applicant also noted the availability of nearby public parking facilities, including the Wilson Parking facility approximately 40 metres from the site, which operates 24 hours a day and offers both monthly and casual parking options.

Concerns regarding the provision of car parking was raised during public consultation, particularly in relation to amenity and traffic impacts. In assessing these impacts, consideration has been given to the Applicant's TIA, and comments provided from State agencies and the City.

The Applicants TIA states that the proposed parking provision is appropriate as the site is located within an activity centre with access to high-frequency public transport services, including the SurfCAT service between Stirling Station and Scarborough Beach, reducing car dependency. Additionally, the unbundled parking enables residents to choose whether to lease a parking bay based on their individual needs. It is also noted that the proposal includes five electric vehicle car-share bays, a visitor parking booking system and bicycle, motorcycle and scooter parking in excess of minimum requirements, supporting the use of alternative transport modes and reducing reliance on cars.

The element objectives provide for consideration to be given to parking for cyclists and other modes of transport, and whether the car parking provision is appropriate based on the location. The R-Codes contemplate a reduced car parking provision in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres. It is considered that the proposed provision of car parking caters for a range of transport modes, including cars, motorcycles and bicycles, which is appropriate for the occupant and visitor needs. The design, layout and provision of car parking balances and responds to the proposed built form typology and tenure; anticipated occupant and visitor needs; public and active transport accessibility; and site planning, with respect to the location of bays, orientation of dwellings and provision of landscaping and communal areas. On this basis, the proposed car parking provision aligns with the strategic intent for Scarborough and demonstrates it achieved the element objectives of the R-Codes Volume 2.

Traffic and Access

The Applicant's TIA concludes that the proposal would have negligible impact on the surrounding road network, with current and future congestion on West Coast Highway largely attributable to background traffic growth rather than the development itself. The TIA estimates that the proposal could generate approximately 92 to 103 vehicle trips during the weekday peak periods, representing

around 2 to 3 percent of the peak period traffic volumes. This equates to a net increase of 76 to 85 vehicle trips during the weekday peak periods based on the existing development. After accounting for traffic generated by the existing development, this equates to a net increase of approximately 76 to 85 vehicle trips during the weekday peak periods. These estimates reflect a conservative worst case scenario, as it does not account for the site's proximity to public transport services and cycling infrastructure, which are expected to reduce reliance on cars and lower actual trip generation.

Concerns regarding the traffic congestion were raised during public consultation, particularly in relation to the intersection performance, vehicle and pedestrian safety, turning movements, sightlines, noise and construction-related traffic.

The Applicants TIA examined the operation of the surrounding road network and acknowledged that signalised intersections along West Coast Highway are already operating at or above practical capacity during peak periods and would be affected by the anticipated background traffic growth. However, SIDRA modelling undertaken as part of the assessment demonstrated that the proposal would not alter the level of service or operational performance of the nearby intersections.

The additional traffic generated by the development is not expected to materially affect the operation of the local road network and would not require any upgrades beyond those required to address existing traffic conditions.

West Coast Highway Access Design and Bus Lane

The original proposal included a left-in/left-out access arrangement. The City raised concerns that the design could result in traffic queues on West Coast Highway, particularly for larger vehicles entering the site. MRWA also requested that the TIA be updated to include an intersection treatment warrant assessment, consideration of an auxiliary left-turn lane, and a sight distance assessment for the proposed access.

In response, the applicant submitted a revised TIA dated 21 April 2026 (**A11**), which incorporated a dedicated left-turn lane into the site. The revised TIA concluded that the access arrangement would operate at an acceptable level of service under existing and future traffic conditions and that available sight distances exceed minimum safety requirements. Following review, MRWA and the City advised that the proposed left-turn lane was generally acceptable, subject to appropriate integration with the recently constructed bus embayment and associated public transport infrastructure. The applicant has subsequently advised that the relocation of the bus stop is required to accommodate a 75-metre deceleration lane. The proposed relocation would shift the bus stop approximately 10 metres north; however, this would affect the access arrangements for the adjoining property at No. 194 West Coast Highway.

MRWA and PTA have both advised that the proposed left-in/left-out access arrangement can be accommodated through line-marking modifications without relocating the existing bus bay. Accordingly, the access arrangements are considered acceptable. A condition is therefore recommended to clarify that this approval does not authorise any works within the West Coast Highway road reserve, including alterations to the existing bus embayment or bus stop infrastructure.

Visual Truncations and Vehicle Sightlines

The City raised concerns regarding vehicle and pedestrian sightlines at the proposed crossover as the driveway is located adjacent to the future lot boundary. The plans provide a 1.5 metre by 1.5 metre truncation, whereas the Australian Standards provide for a 2.5 metre by 2 metre truncation.

The Applicant's TIA states that the available sight distance in both directions meets or exceeds the required Stopping Sight Distance for the operating speed on West Coast Highway. The assessment notes that, when the adjacent bus zone is unoccupied, sightlines are unobstructed. While a bus may partially restrict visibility when present, the available sight distance remains sufficient to satisfy the relevant requirements. Accordingly, the Department is satisfied that the proposed access arrangements provide acceptable sight visibility for both vehicles and pedestrians and do not raise any significant road safety concerns.

Waste and Delivery Vehicle Movements

The City raised concerns regarding servicing arrangements, including waste collection, delivery vehicle access, vehicle manoeuvrability within the parking structure, clearance heights and potential conflicts with utility infrastructure and driveways and future road widening requirements. The applicant submitted revised swept-path assessments and additional servicing information demonstrating that waste collection and delivery vehicles can safely enter, manoeuvre within and exit the site; however, the City has concerns regarding waste vehicle manoeuvring within the site.

The City has advised that a pillar would need to be relocated by at least 1 metre to facilitate waste vehicle manoeuvring. As currently designed, waste vehicles would be required to undertake a three-point turn to access the loading area. Given the minor nature of this issue, it is considered capable of being addressed through the submission and implementation of a Travel and Parking Management Plan. Should the SPC approve the application, conditions pertaining to waste management and travel and parking management have been recommended.

Residential Amenity

Housing Diversity and Affordability

Scarborough Development Policy 9 (SDP 9) seeks to promote housing diversity and affordability through dwelling mix and affordable housing targets. The policy provides for 20 to 40 percent one-bedroom dwellings, a minimum of 10 percent three-bedroom dwellings, and at least 12 percent affordable dwellings. The proposal comprises 165 one-bedroom dwellings (65%), exceeding the preferred range, 21 three-bedroom dwellings (8%), below the target, and 37 affordable dwellings (15%), exceeding the minimum requirement. The applicant has advised that the affordable dwellings will be retained and managed as affordable rental housing for a minimum of 20 years, with rents capped at affordable levels. On balance, this outcome is considered acceptable, subject to conditions securing the long-term provision and management of the affordable housing component.

Some submissions raised concerns regarding the high proportion of one-bedroom dwellings, limited provision of family-sized dwellings and the potential for a more transient population associated with the BTR model. Conversely, several submissions supported the provision of additional affordable housing and questioned whether the proposal would deliver genuine affordability outcomes.

The applicant submits that the BTR model will introduce a new housing tenure to the local area and increase the supply of affordable housing, with the proposed dwelling mix responding to demand from younger and single-person households. It also notes that the one-bedroom dwellings are generously sized and incorporate a range of layouts. The affordable dwellings are proposed to be located across levels 2 to 6 to facilitate efficient management and delivery within the BTR model. It is noted that these dwellings will not be separated from other dwellings and will have access to the same communal facilities, services and resident amenities. The applicant advises that this arrangement achieves a

balance between delivering a substantial affordable housing component and maintaining project viability.

While the proposal comprises a departure to the dwelling mix provisions in SDP 9, it forms part of a BTR development intended to increase housing choice and improve housing affordability. The applicant has demonstrated that the dwelling mix responds to demand from smaller households and that the affordable dwellings will have equitable access to communal facilities, services and resident amenities. Having regard to the site's strategic location, proximity to employment, services and public transport, and the provision of affordable housing, the departures from SDP 9 are considered acceptable. The proposal is considered to be consistent with the objectives for residential intensification within Scarborough and it is expected to support increased residential activity, pedestrian movement and passive surveillance in the locality.

Building Separation

With respect to 'Building separation' (Element 2.7), it is noted the building separation requirements, to adjoining property boundaries, outlined in Table 2.7 of the R-Codes Volume 2, are not achieved for the proposed tower. The departures relate to levels 5 to 7, with balconies setback 8 metres (rather than 9 metres) and to level 8 and above, with balconies and habitable rooms provided with setbacks ranging from 8 metres to 11 metres (rather than 12 metres).

Concerns regarding overlooking and loss of privacy were raised during public consultation. In assessing these impacts consideration has been given to the Element Objectives of the R-Codes Volume 2 which seeks to minimise direct overlooking of adjoining properties while maintaining daylight access, ventilation and outlook for habitable rooms.

The applicant advised that some screening is provided and that incorporating additional screening would adversely affect outlook, solar access and the visual bulk of the building. The applicant submits that the affected balconies and habitable room windows would not directly overlook major openings or active habitable spaces on the adjoining properties. It also notes that the proposed building separation is generally consistent with that approved for the adjoining northern development.

While the proposal does not meet the prescriptive building separation provisions, the departure is minor and does not result in adverse amenity impacts. The proposed setbacks provide for an appropriate separation between buildings, support access to daylight and ventilation, and are consistent with the intended character anticipated for the SSCA. Accordingly, the proposal is considered to satisfy the Element Objectives of the R-Codes Volume 2.

Wind Mitigation

The SDRP raised concerns regarding wind exposure to balconies and communal open space areas, particularly having regard to the site's coastal location and the potential for downdraft effects at podium level. A wind assessment was undertaken and recommended additional screening to the western and south-western balconies, rooftop design refinements and landscaping to improve wind comfort.

Further wind testing and an updated wind assessment demonstrated that full height balcony screening would improve wind conditions and the usability of the affected balconies, although some localised areas of higher wind exposure would remain near balcony edges and corners. Revised plans were submitted which incorporated the recommended screening measures.

The assessment also concludes that wind exposure is an inherent characteristic of the site's coastal location and that more extensive screening would have limited additional benefit while adversely affecting outlook, ventilation and the architectural design of the building. Future surrounding development is also expected to provide additional sheltering effects and further improve balcony wind conditions over time. In addition, residents will have access to a range of communal open space and amenity areas that are more sheltered from prevailing winds. On this basis, the proposal is considered to achieve an appropriate balance between wind mitigation, resident amenity and design quality.

Storage

The R-Codes Volume 2 provide for each dwelling to be provided with exclusive use of a separate ventilated, weatherproof, bulky goods storage area. While the development comprises 246 apartments, the proposal provides 162 storage areas, resulting in a shortfall of 84 storage areas.

The applicant provided examples of comparable BTR developments with lower levels of storage provision, noting that storage areas are typically allocated through leasing arrangements and are often underutilised. The applicant submits that residents of BTR developments generally have lower storage demands and that additional storage opportunities are available through the proposed beach storeroom. However, the City considers that renters are no less likely than owner-occupiers to require storage space, particularly for bulky household items, and notes that the apartments provide limited alternative storage opportunities. The City further notes that inadequate storage provision formed part of the reasons for refusal of the previous MRA proposal, albeit with a greater shortfall than proposed in this instance. Similarly, the SDRP identified the limited storage provision as an amenity concern, particularly given the constrained internal storage within apartments, and recommended further consideration to support the achievement of design excellence under SPP 7.0.

The SDRP also noted that clearer and more direct access arrangements are required to facilitate the movement of bulky items to and from the storage areas and improve access to the bicycle store and FOGO waste facilities. Enhancing these circulation paths would improve resident amenity and support the regular use of these facilities. On balance, the proposed storage provision is considered acceptable having regard to the BTR operating model, with the improved circulation space to the storage areas capable of being addressed through conditions of approval. A condition of approval is recommended to address this matter should the SPC approve the application.

Land Use Separation Distances

The site is located opposite a service station on West Coast Highway. The Environmental Protection Authority's *Guidance for the Assessment of Environmental Factors – Separation Distances between Industrial and Sensitive Land Uses (June 2005)* (EPA Guidance) and the Department of Health *Position Statement: Service stations and sensitive land uses* (DoH Position Statement) recommend a 100-metre separation distance for 24-hour service stations, measured from boundary to boundary. In this instance, the distance from boundary to boundary between the service station and the site is approximately 30 metres.

The service station is a non-conforming use under LPS 3 and is not a contemplated or preferred land use within the SSCA. As such, it is reasonable to anticipate that the site would be redeveloped in the future. The DoH Position Statement provides for reduced separation distances where it is supported by the appropriate technical documentation.

Notwithstanding the recommended separation distance, the proposal must be considered within its broader planning context. The site is identified as an appropriate location for higher density residential development under the planning framework, with multiple dwellings being a preferred land use within the Beach Road Precinct of the SSCA. Strict application of the 100-metre separation distance would significantly constrain redevelopment opportunities. While the service station remains an existing use, it is a non-conforming land use that is not encouraged within the SSCA, and its eventual redevelopment for a more intensive mixed-use or commercial purpose is consistent with the planning framework and the evolving character of the locality.

Residential development in close proximity to the service station is an established feature of the locality, with existing dwellings located approximately 50 to 60 metres from the fuel bowers and the approved development at 194 West Coast Highway introducing additional dwellings with an approximate separation distance of 40 metres. The proposal also incorporates floor-to-ceiling heights of approximately 3.2 metres, which may assist with air dispersion, and only 76 of the 246 dwellings (31 percent) have balconies oriented towards the service station, limiting direct exposure.

While the EPA Guidance recommends a site-specific scientific assessment to justify a reduced separation distance, it is necessary to consider whether such an assessment would materially assist the planning decision. In this instance, a technical assessment was not requested given the site's location within an area where residential development is anticipated, the presence of existing sensitive land uses in similar proximity to the service station, and the limited opportunity for further mitigation measures beyond landscaping buffers or changes to the operation of the service station.

In these circumstances, a further technical assessment is unlikely to materially alter the planning outcome or identify additional mitigation measures. Accordingly, the reduced separation distance is not considered to warrant refusal of the application. Greater weight is instead given to the strategic planning objectives for the SSCA and the anticipated redevelopment of the surrounding locality. On balance, having regard to the strategic planning context, the established urban environment and the limited scope for further mitigation, the proposal is considered to achieve an acceptable outcome notwithstanding the reduced separation distance to the service station.

Landscaping and Open Space

The proposal incorporates a range of landscaping treatments, including deep soil areas and on-structure planting. The SDRP generally supported the landscape strategy, including the dune-inspired pocket park and integrated coastal planting approach, subject to refinements to increase canopy

cover, review the allocation of deep soil areas (including relocation of areas affected by the sewer easement), improve planter sizing and soil depths, enhance podium landscaping, strengthen the functionality of communal open space areas, particularly the northern Level 4 podium, and ensure species selection is appropriate for coastal conditions.

In response to concerns raised by the City and public submissions, an amended Landscape Concept Report was submitted addressing the adequacy of deep soil areas, planter depths, species selection for coastal conditions, and opportunities to enhance canopy cover and shading, particularly within the plaza area.

The amended [Landscape Concept Report](#) increased deep soil area provision from 195m² to 210m², increased on-structure landscaping by 90m², expanded tree planting from 27 to 36 trees, and enhanced communal open space through the provision of additional landscaping, seating and recreation opportunities.

The following matters have been considered in the assessment of the proposal:

- While the proponent submits that on-structure planting should contribute towards the Deep Soil Area (DSA) requirement, this concession is intended only for constrained sites and is not considered applicable in this instance. Accordingly, the proposal retains a DSA shortfall of approximately 93.5m². However, it provides 473m² of on-structure landscaping, approximately five times the DSA shortfall, and a total of 683m² of landscaped area. On balance, the proposal is considered to satisfy the intent of the relevant R-Codes objectives.
- A shortfall of two medium trees remains, and the DSA allocation per medium tree is marginally below the applicable requirement. Nevertheless, tree species and planting arrangements have been revised to better respond to the site's environmental conditions and DSA objectives. The applicant advises that a large tree cannot be accommodated without compromising the overall landscape strategy.
- The DGs require at least one mature tree per 1,000m² of site area, resulting in a minimum requirement of four mature trees. This matter can be addressed through a condition of approval.
- While the planning framework encourages the retention of existing mature trees, this is not practicable due to excavation and construction constraints. The proposal instead incorporates replacement coastal planting, with detailed landscaping to be secured through a condition of approval.
- The revised communal open space provides additional landscaping, seating and children's play opportunities, while refinements to the pocket park improve public activation, amenity and the pedestrian experience. Supported by the wind and overshadowing assessments, the communal open space is considered to appropriately respond to SDRP recommendations and satisfy the objectives of the R-Codes Volume 2, subject to a landscaping condition.

On balance, the proposal delivers a high-quality landscape outcome that responds to the coastal context, enhances resident and public amenity, and satisfies the objectives of the planning framework.

Sustainability

Summation has prepared an [Environmentally Sustainable Design Strategy](#) (ESDS) in support of the proposed development. The ESDS indicates that the development will achieve a 5-Star Green Star Design rating, exceeding the City's minimum 4-Star requirement. This also satisfies the sustainability criterion for the consideration of additional building height under the SDGs.

The SDRP commended the commitment to achieving a 5-Star Green Star rating, noting that it aligns with the objectives of the SDGs, together with initiatives such as solar photovoltaics and electric vehicle and bicycle-sharing schemes. However, concerns were raised regarding darker façade elements and the limited screening and shading provided to west-facing apartments. While the revised plans incorporate lighter balcony finishes and some additional screening, the overall shading approach remains largely unchanged.

The R-Codes Volume 2 contain provisions relating to solar access and daylight that seek to minimise heat gain and glare through appropriate shading and design measures. The applicant advises that balconies provide shading to the apartments below, while awnings are provided at building entrances. In addition, the ESDS incorporates high-performance glazing, appropriate window-to-wall ratios, shading devices and internal blinds. Accordingly, solar heat gain is considered capable of being satisfactorily managed through the implementation of the ESDS and associated building design measures.

Public Art Contribution

The City's [Providing Public Art Policy](#) (PA Policy) applies to developments within the Scarborough Redevelopment Area with an estimated development cost exceeding \$2 million. For developments with a construction value greater than \$50 million, the PA Policy requires a contribution of \$500,000 plus 0.5% of construction costs above \$50 million, either through the provision of public art or a contribution to the Public Art Fund for the project area. Based on the estimated development value of \$130 million, the proposal is required to provide public art to a value of approximately \$900,000.

The applicant has outlined in their planning report that *“The provision of public art within the development will occur at the detailed design stage of the project. During the detailed design stage, the proponent and artist will engage and consult with the City of Vincent with regards to the preparation of a public art proposal”*.

The [Public Art Strategy](#) identifies two opportunities for public art within the development, including an illuminated feature beneath the entry soffit and enhancements to the pocket park. The SDRP supports these locations and recommends that the public art reinforce the site's relaxed beachside character through its integration with the pocket park, seating, landscape elements and soffit artwork to create a more informal, interactive and welcoming arrival experience. The revised pocket park design has further developed this approach through the inclusion of an integrated art wall incorporated within the planter and seating structures. A condition of approval is recommended to secure the delivery of the required public art contribution.

CONCLUSION

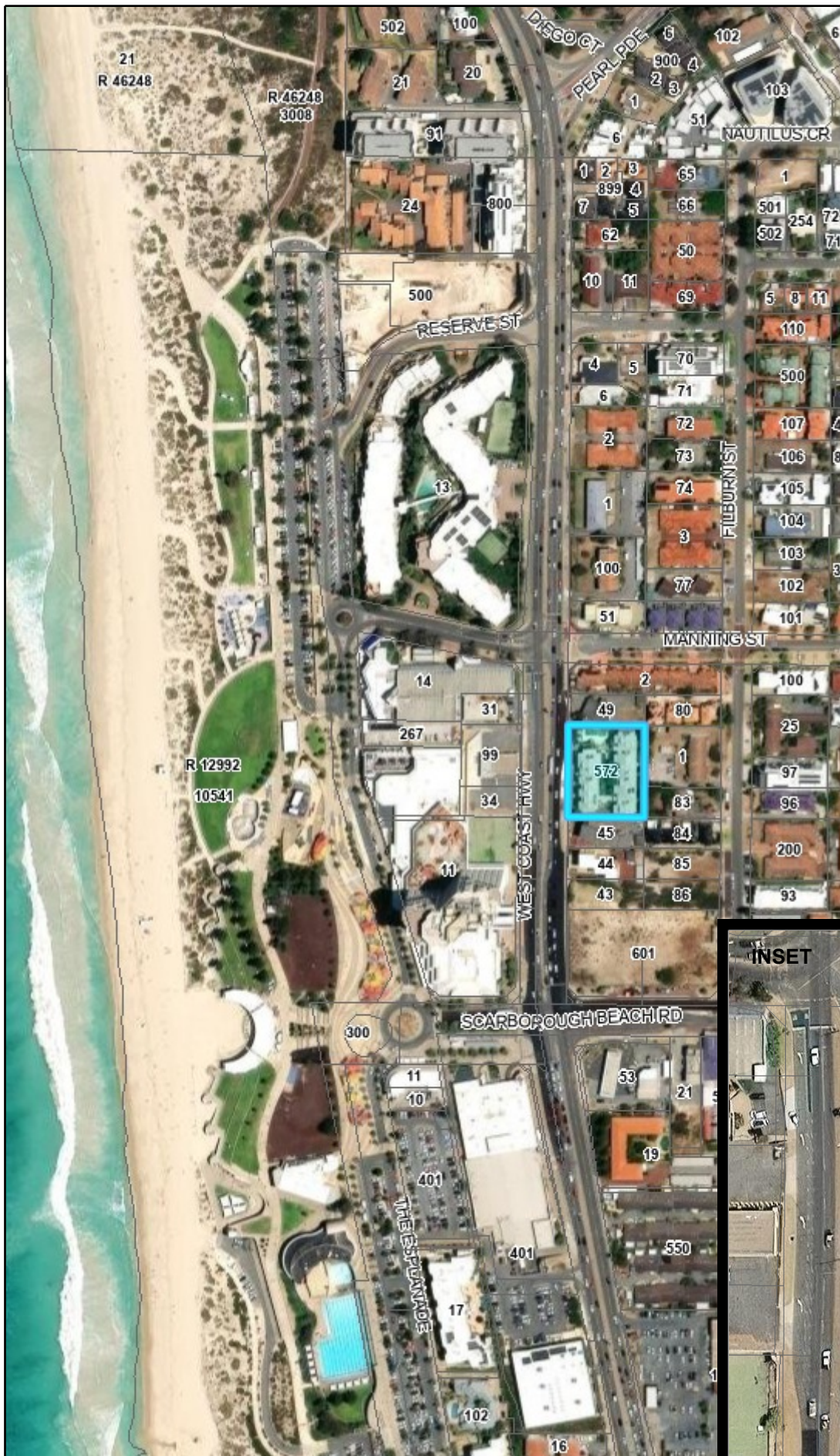
Development approval is sought for works within Planning Control Area 177 comprising a crossover, landscaping works and an awning. These works are minor in nature and are capable of being removed should the land be required for future road widening. In the case of the awning, its height and location are such that it would not conflict with any future road works. Determination of this component of the proposal is addressed through a separate recommendation.

The Part 11B application seeks approval for a 26-storey mixed-use development comprising 246 build-to-rent dwellings, including 37 affordable dwellings, together with ground-floor commercial uses in a prominent location within the Scarborough Activity Centre. The proposal represents variations to the Scarborough planning framework, particularly in relation to building height and the associated built form controls. The implications of these variations for local character, amenity, visual appearance and

the intended built form outcomes for Scarborough have been carefully considered throughout the assessment. On balance, it is considered that:

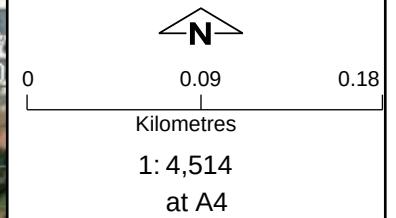
- The proposal is broadly consistent with the strategic objectives for urban renewal, housing diversity and residential intensification within the Scarborough Activity Centre, delivering a substantial build-to-rent development that includes an affordable housing component.
- While the proposal seeks variations to several development standards under the SDGs, some of which are substantial, the assessment concludes that the resulting built form, streetscape, character and amenity outcomes are acceptable. Visual impacts, public view corridors, overshadowing and skyline outcomes have been carefully assessed and are considered acceptable having regard to the site's location, emerging built form context and the design measures incorporated into the proposal.
- The proposal has been subject to extensive design review and refinement and is considered capable of achieving design excellence, subject to minor modifications via conditions of approval. Architectural articulation, public realm improvements, landscaping, sustainability initiatives and affordable housing outcomes assist in offsetting the variations sought.
- The assessment has considered the matters that contributed to the refusal of the previous proposal on the site and has had regard to the additional information, technical investigations and design refinements submitted as part of the current application. While some concerns remain regarding building height, built form and departures from the SDGs, these matters are considered to have been sufficiently addressed or are capable of being appropriately managed through conditions of approval.
- Key matters relating to traffic generation, vehicle access, parking, wind impacts, noise, landscaping, servicing and residential amenity have been assessed and are considered acceptable or capable of being appropriately addressed through detailed design development and conditions of approval.

Notwithstanding the City of Stirling's objection to the proposal and the concerns raised through public submissions regarding building height, scale, amenity impacts and consistency with the SDGs, it is considered that the key variations have been sufficiently justified having regard to the strategic importance of the site, the design quality of the development, and the public benefits delivered, including affordable housing and sustainability outcomes. Accordingly, the proposal is capable of approval under the current planning framework, subject to the recommended conditions.



Legend

 Cadastre (View 1)



Notes:

Map was produced using DPLH's InQuery.



Attachment 1

DPLH BUSINESS USE ONLY

Internal Spatial Viewer
 Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere
 Graticules (if visible): GDA 1994 Latitude/Longitude

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Date produced: 23-Jun-2026
 SPC Agenda Page 2088

SD-030-24 – 200 West Coast Highway Site Photos



West Coast Highway frontage



West Coast Highway frontage



West Coast Highway frontage including adjoining properties to north



West Coast Highway frontage including adjoining properties to south



West Coast Highway frontage looking north



West Coast Highway frontage looking south

SD-030-24 – 200 West Coast Highway Site Photos



Existing vehicular access at front of property



Existing front facade



Development to south of site



West Coast Highway looking south

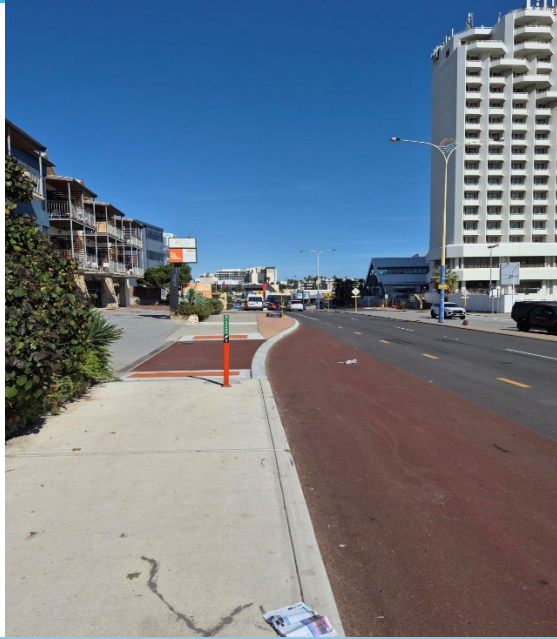


Southern lot boundary – height difference between properties



Adjoining development to south

SD-030-24 – 200 West Coast Highway Site Photos



New bus embayment and lane



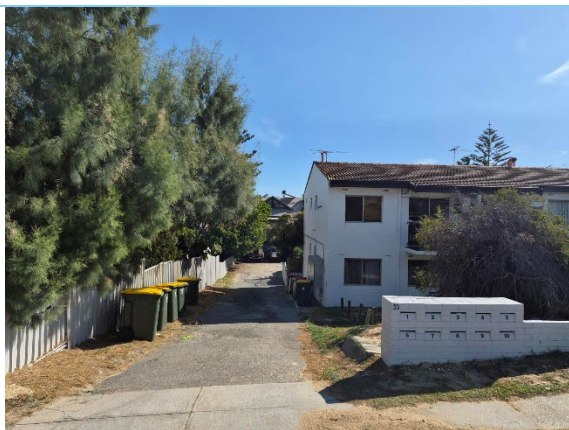
View over West Coast Highway



View of site from north from Manning Street



View of site from corner of West Coast Highway and Manning Street



Property to rear (east of site) as viewed from Filburn Street



View of property from east (rear)

200 WEST COAST HIGHWAY

DRAWING LIST	
DRAWING NO.	TITLE
DA000	COVER
DA001	SITE PLAN
DA002	SITE SURVEY
DA003	DEMOLITION PLAN
DA099	BASEMENT PLAN
DA100	GROUND FLOOR PLAN
DA101	LEVEL 01 PLAN
DA102	LEVEL 02 PLAN
DA103	LEVEL 03 PLAN
DA104	LEVEL 04 PLAN
DA105	LEVEL 05 PLAN
DA106	TYPICAL LEVELS (06-25) PLAN
DA107	ROOFTOP AMENITIES PLAN
DA108	ROOF PLAN
DA200	NORTH ELEVATION
DA201	EAST ELEVATION
DA202	SOUTH ELEVATION
DA203	WEST ELEVATION
DA204	LONG ELEVATION - EXISTING AND FUTURE DEVELOPMENT
DA210	SECTION 01
DA211	SECTION 02
DA212	SECTION 03
DA214	SECTION 04 - CONTEXT SECTION
DA300	MATERIAL SCHEDULE
DA301	PERSPECTIVE VIEW 1
DA302	PERSPECTIVE VIEW 2
DA303	PERSPECTIVE VIEW 3
DA400	SHADOW ANALYSIS DIAGRAM - JUNE 21ST
DA401	SHADOW ANALYSIS DIAGRAM - AUGUST 22ND
DA402	SHADOW ANALYSIS DIAGRAM - SEPTEMBER 22ND
DA403	SHADOW ANALYSIS DIAGRAM - OCTOBER 22ND
DA501	TYPICAL APARTMENT TYPES (LEVEL 02-04)
DA502	TYPICAL APARTMENT TYPES (LEVEL 05-25)

DWELLING SCHEDULE						
LEVEL	APARTMENT TYPE	AREA	NO.	AFFORDABLE HOUSING	STOREROOMS	PARKING BAYS
GROUND	-	-	0	0	0	38
01	-	-	0	0	15	57
02	1 BED / 1 BATH	51m ² - 58m ²	5	5	33	51
03	1 BED / 1 BATH	51m ² - 58m ²	5	5	35	52
04	1 BED / 1 BATH	51m ² - 57m ²	3	3	16	24
	2 BED / 2 BATH	76m ² - 78m ²	2	2		
05-06	1 BED / 1 BATH	49m ² - 57m ²	7 (14)	14	4	0
	2 BED / 2 BATH	79m ² - 82m ²	3 (6)	6		
	3 BED / 2 BATH	101m ²	1 (2)	2	2	
07-25	1 BED / 1 BATH	49m ² - 57m ²	7 (133)	0	38	0
	2 BED / 2 BATH	79m ² - 82m ²	3 (57)			
	3 BED / 2 BATH	101m ²	1 (19)		19	
TOTAL			246	37	162	222

RESIDENTIAL STORE NOTE:
ALL RESIDENTIAL STORES TO BE MINIMUM 3m² FOR 1 BEDROOM APARTMENTS, 4m² FOR 2 BEDROOM APARTMENTS, 5m² FOR 3 BEDROOM APARTMENTS.
ALL APARTMENT STORES TO HAVE MINIMUM 1.5m DIMENSION AND 2.1m CEILING HEIGHT.



DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE06-Aug-2026FILESD-030-24

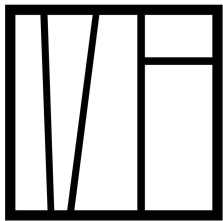
REV	DATE	REVISION DESCRIPTION	CKD	APP
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

ARCHITECT
BOORLOO / PERTH
Whaleba Nyongee Country
Ground Floor, 160 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

Plus Architecture Western Australia Pty Ltd
ABN 62 618 393 338
plusstudio.co
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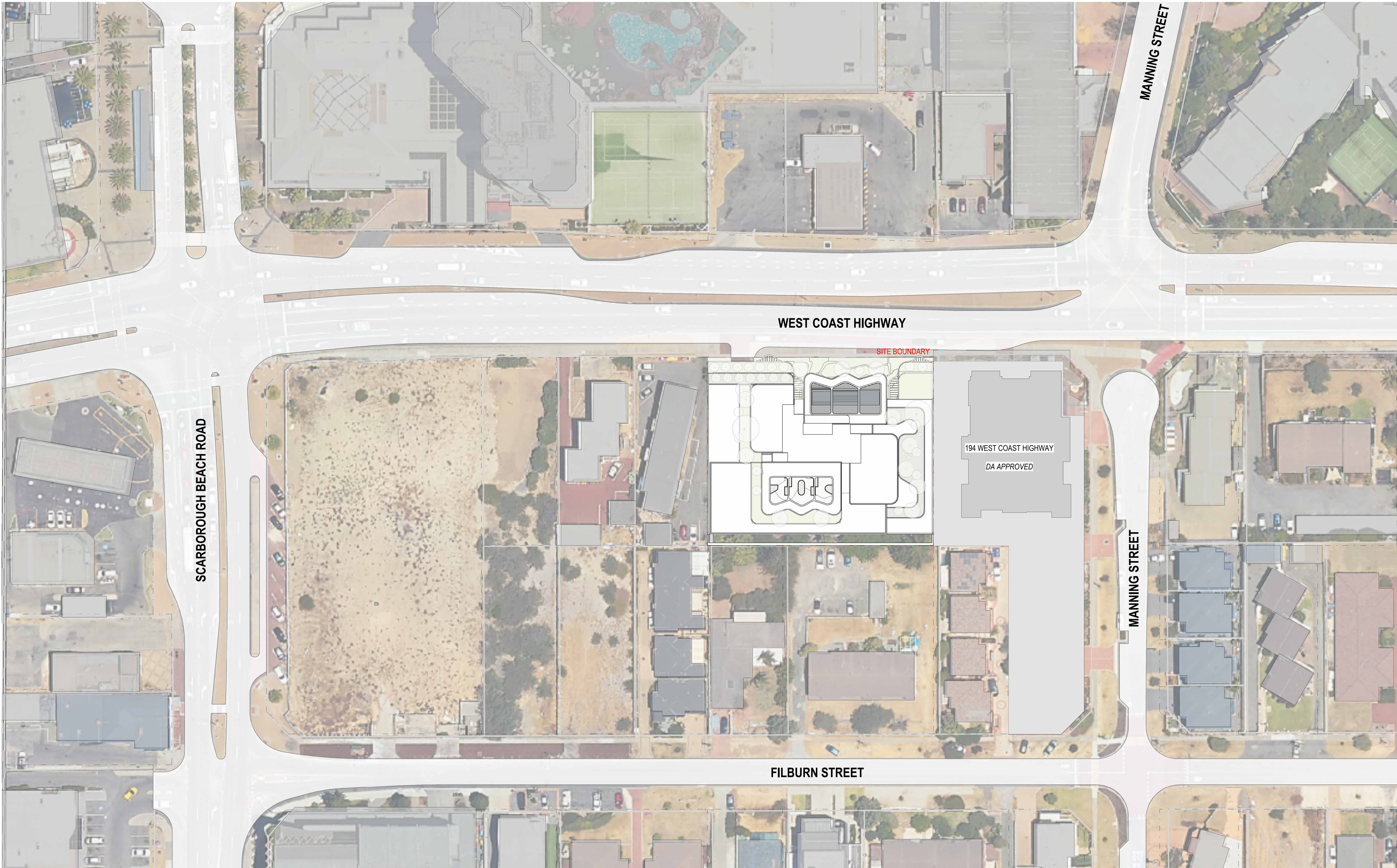
PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
COVER

DEVELOPMENT APPLICATION

NORTH POINT	SCALE	PROJECT NUMBER	STAGE
		80368	DA
		DRAWING NUMBER	REVISION
		DA000	B

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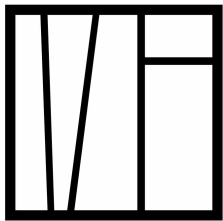
ARCHITECT
BOORLOO / PERTH
Whale & Nyrong County
Ground Floor, 100 Scarborough Street
Perth WA 6000
Australia
+618 6000 6490
perth@plusstudio.co

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ABN 62 618 393 338
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THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
SITE PLAN

DEVELOPMENT APPLICATION



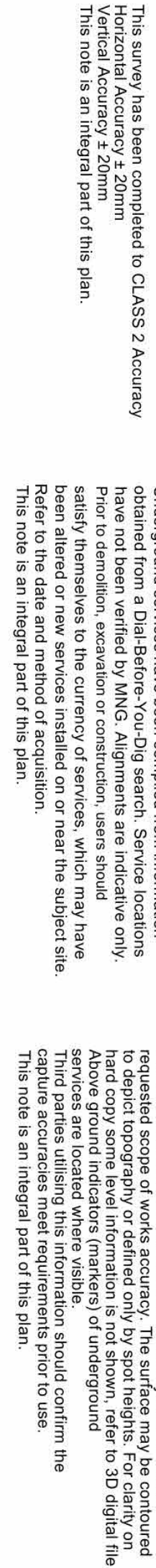
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REVISION
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ALL DISTANCES ARE IN FEET

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B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

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06-Aug-2026

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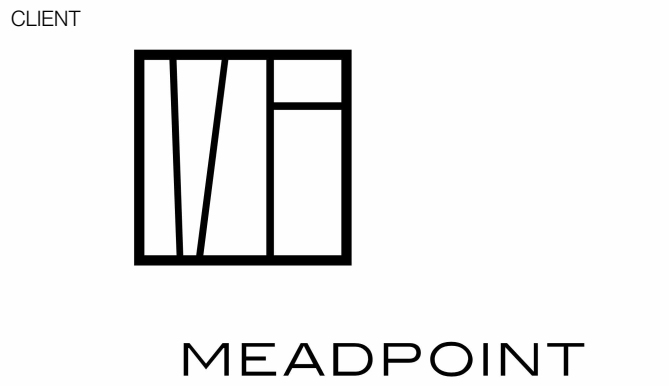
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ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 160 Basilford Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

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THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH
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DEMOLITION PLAN

DEVELOPMENT APPLICATION

NORTH POINT

SCALE

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8

10m

PROJECT NUMBER

80368

DRAWING NUMBER

DA003

STAGE

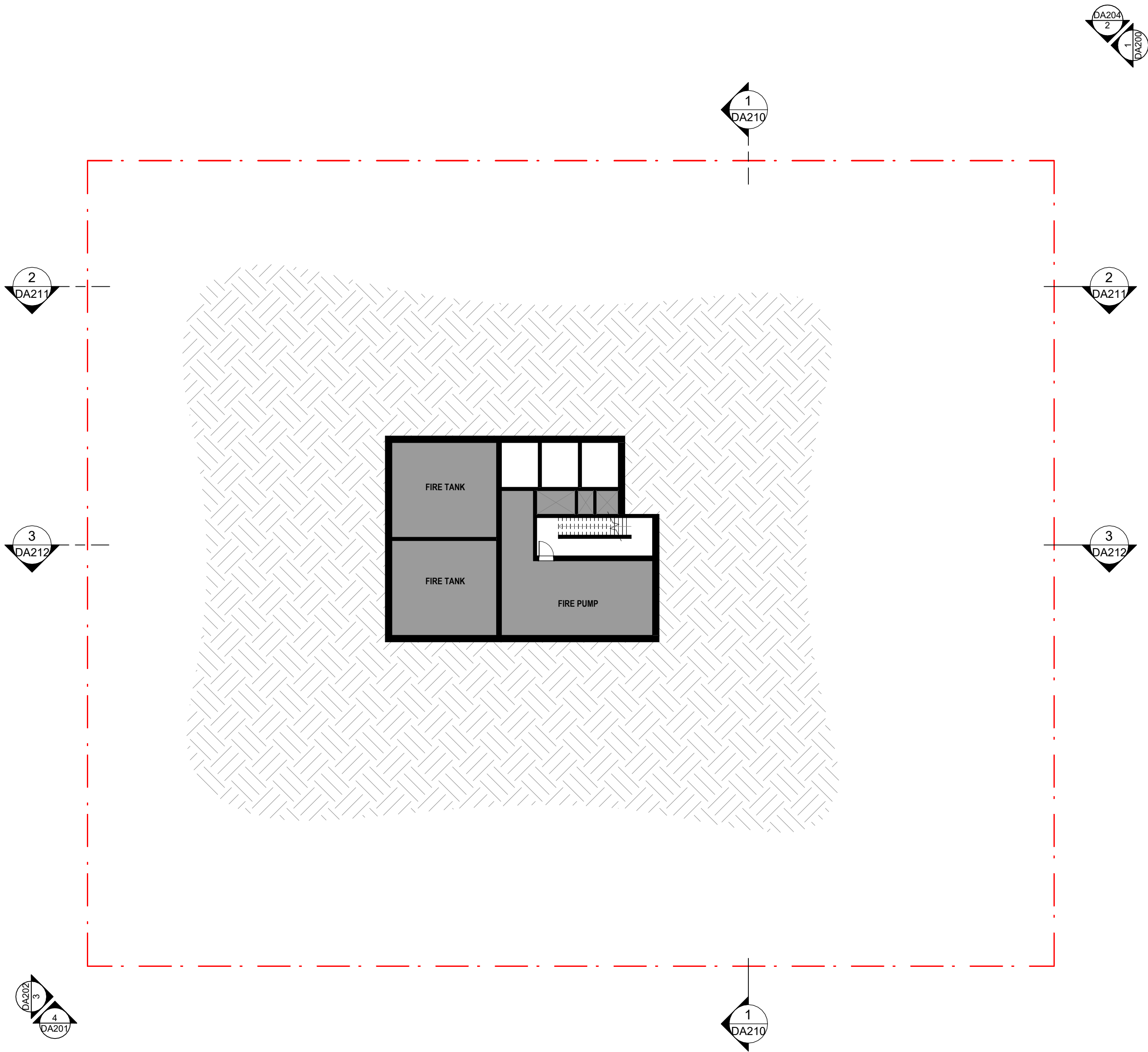
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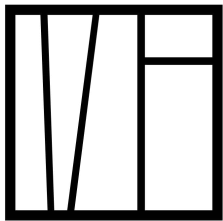
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE

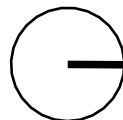
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

BASEMENT PLAN

DEVELOPMENT APPLICATION

NORTH POINT



SCALE

1:200 @ A1 Size
0 2 4 6 8 10m

PROJECT NUMBER

80368

DRAWING NUMBER

DA099

STAGE

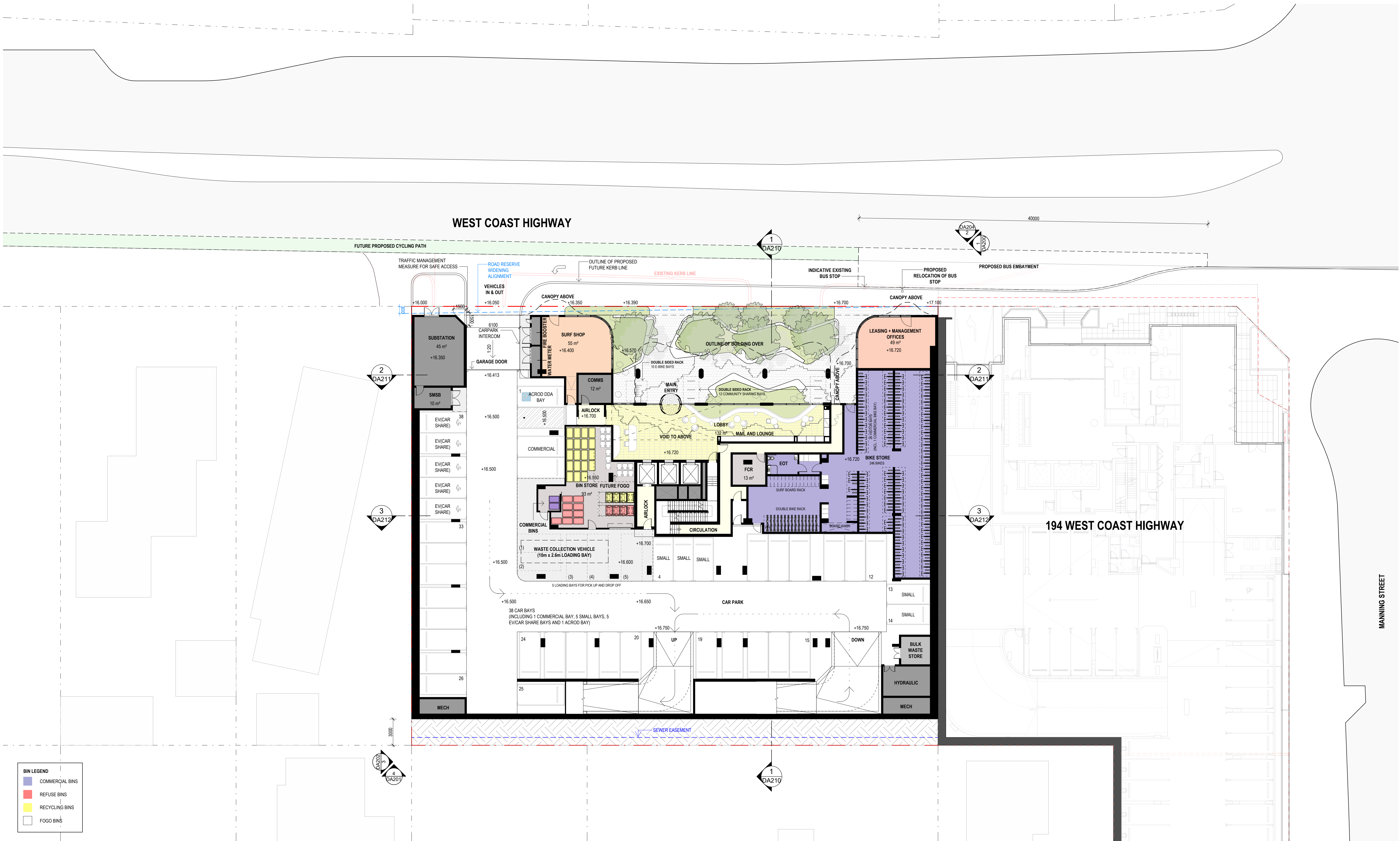
DA

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B	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		
C	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

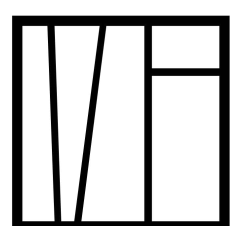
DEPARTMENT OF PLANNING, LANDS AND HERITAGE		
DATE	FILE	
06-Aug-2026	SD-030-24	

ARCHITECT
BOORLOO / PERTH
Whispering Willows Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 9500 6490
perth@plusstudio.co

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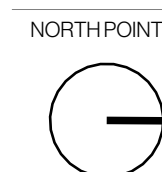
MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
GROUND FLOOR PLAN

DEVELOPMENT APPLICATION



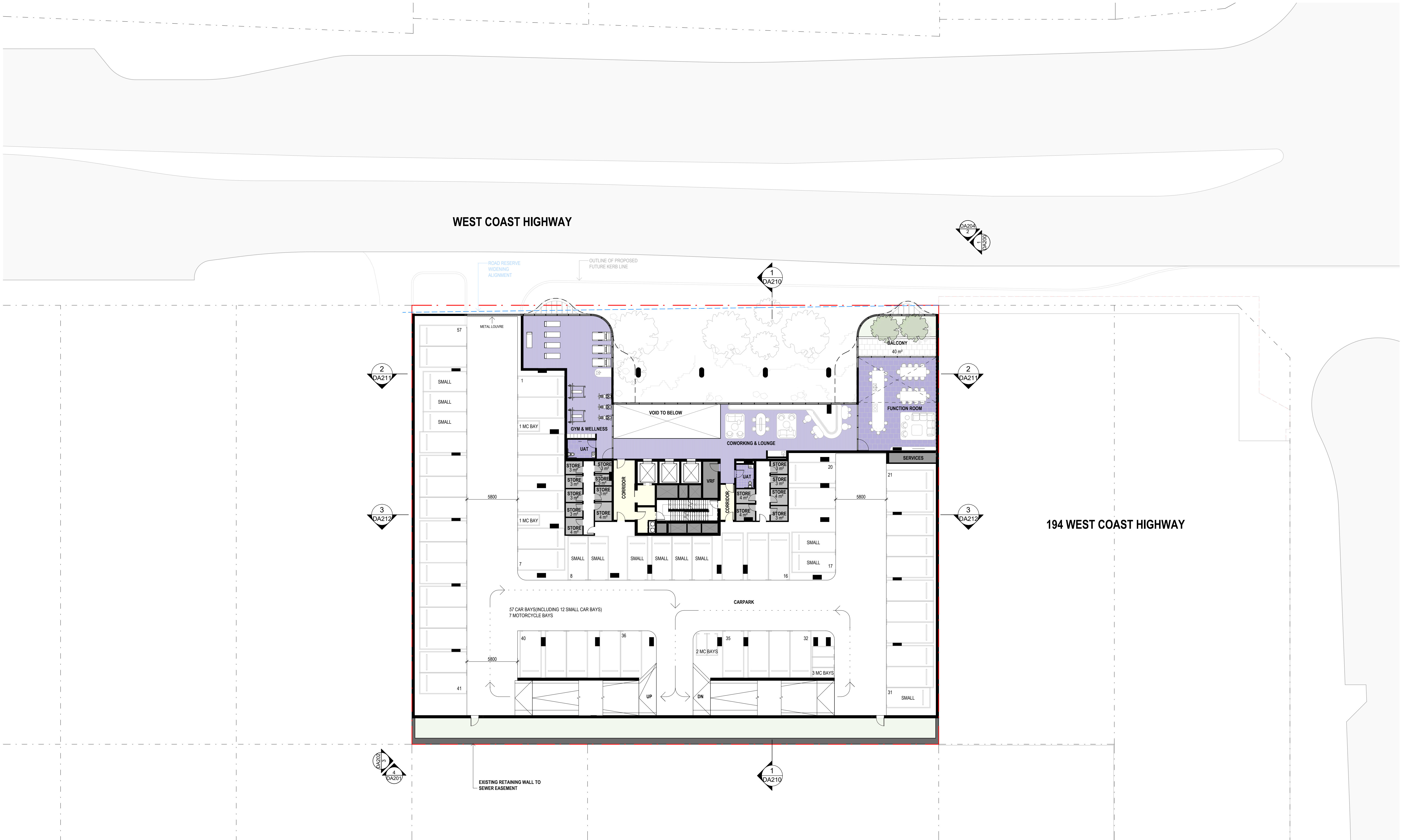
SCALE
1:200 @ A1 Size
0 2 4 6 8 10m

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PROJECT NUMBER
80368
DRAWING NUMBER
DA100

STAGE
DA
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B	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		
C	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

DATE	FILE
06-Aug-2026	SD-030-24

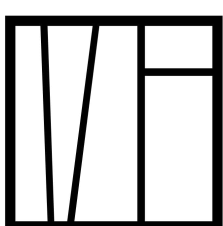
DEPARTMENT OF PLANNING, LANDS AND HERITAGE
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ARCHITECT
BOORLOO / PERTH
Wholesale Recycling Centre
Ground Floor, 100 Beaufort Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LEVEL 01 PLAN

DEVELOPMENT APPLICATION

NORTH POINT
SCALE
1:200 @ A1 Size
0 2 4 6 8 10m

PROJECT NUMBER
80368
DRAWING NUMBER
DA101
STAGE
DA
REVISION
C

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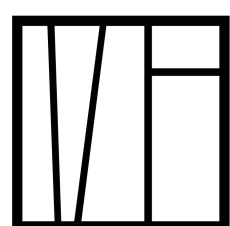
DEVELOPMENT APPLICATION

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Whitaker Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
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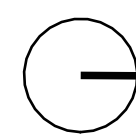
MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LEVEL 02 PLAN

NORTH POINT



SCALE

1:200 @ A1 Size
0 2 4 6 8 10m

PROJECT NUMBER

80368

DRAWING NUMBER

DA102

STAGE

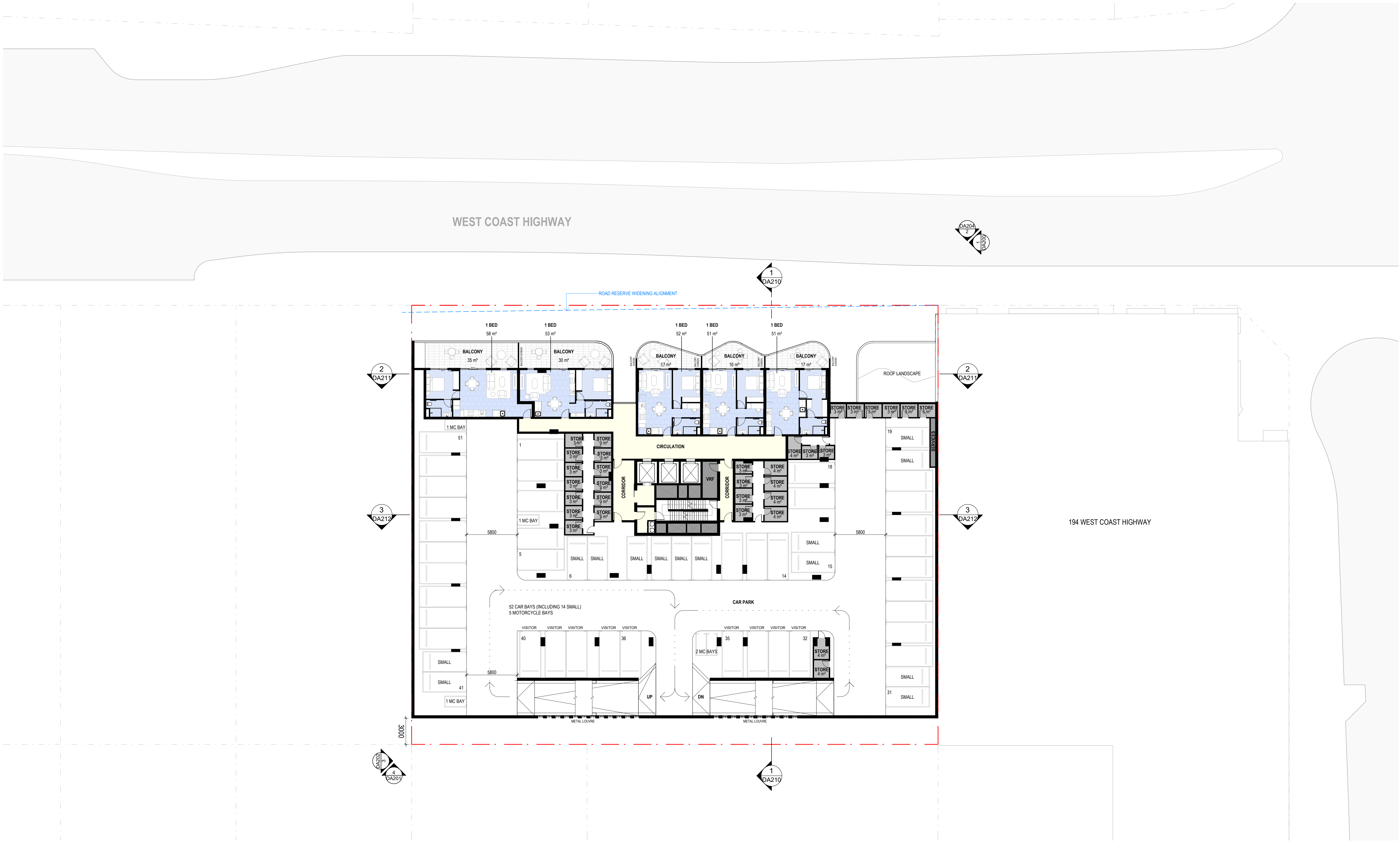
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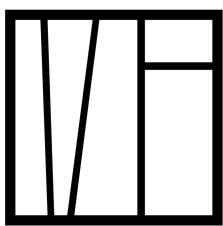
DEVELOPMENT APPLICATION

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BOORLOO / PERTH
Whitlock Nyongee Country
Ground Floor, 100 Beaulieu Street
Perth WA 6000
Australia
+61 8 6500 6490
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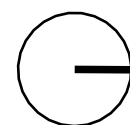
MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LEVEL 03 PLAN

NORTH POINT



SCALE

1:200 @ A1 Size
0 2 4 6 8 10m

PROJECT NUMBER

80368

DRAWING NUMBER

DA103

STAGE

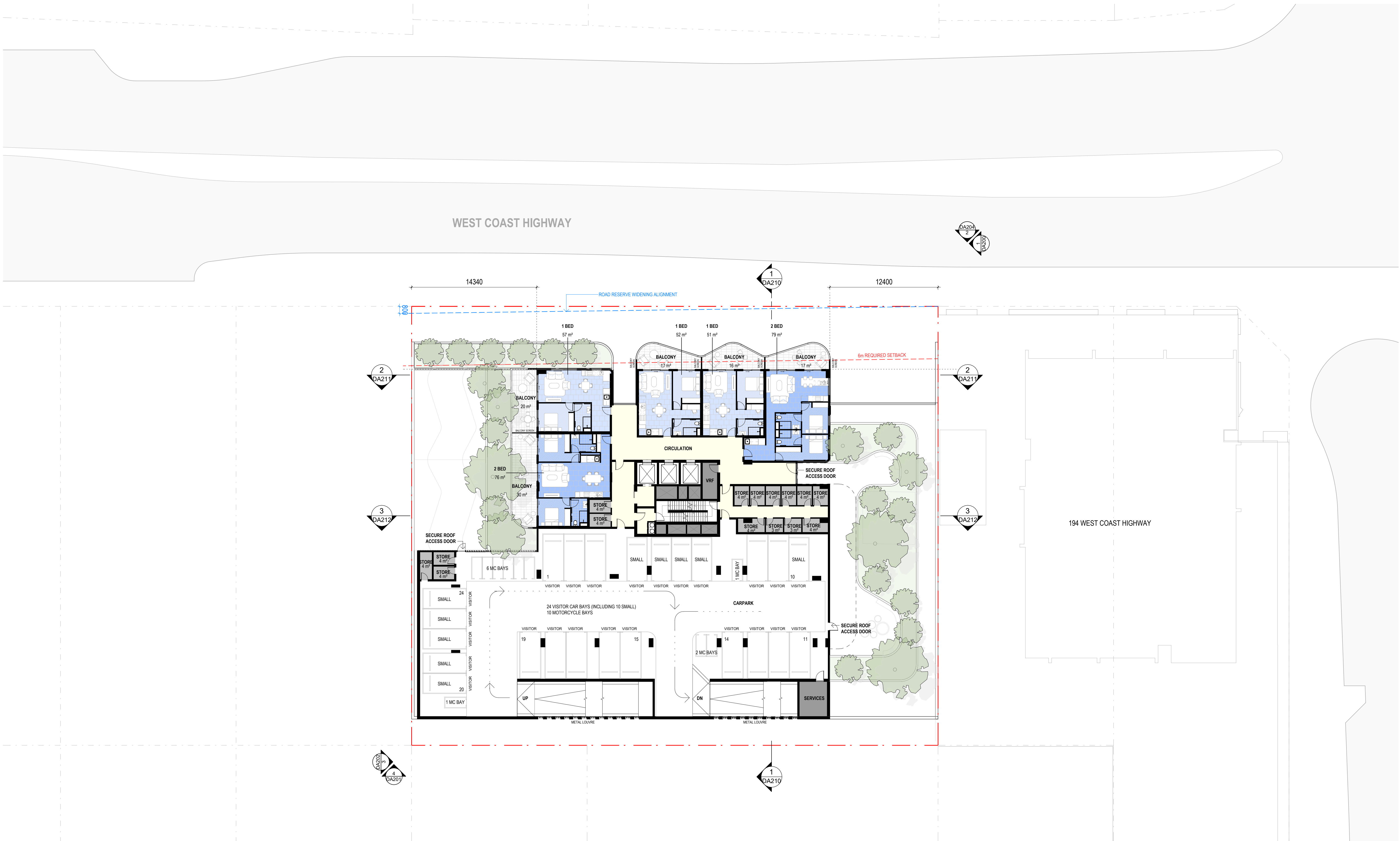
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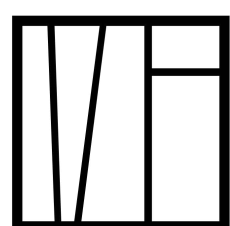
ARCHITECT
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Whalea Nyongee Country
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Perth WA 6000
Australia
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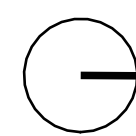
PROJECT TITLE

THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

LEVEL 04 PLAN

NORTH POINT



SCALE

1:200 @ A1 Size
0 2 4 6 8 10m

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PROJECT NUMBER

80368

DRAWING NUMBER

DA104

STAGE

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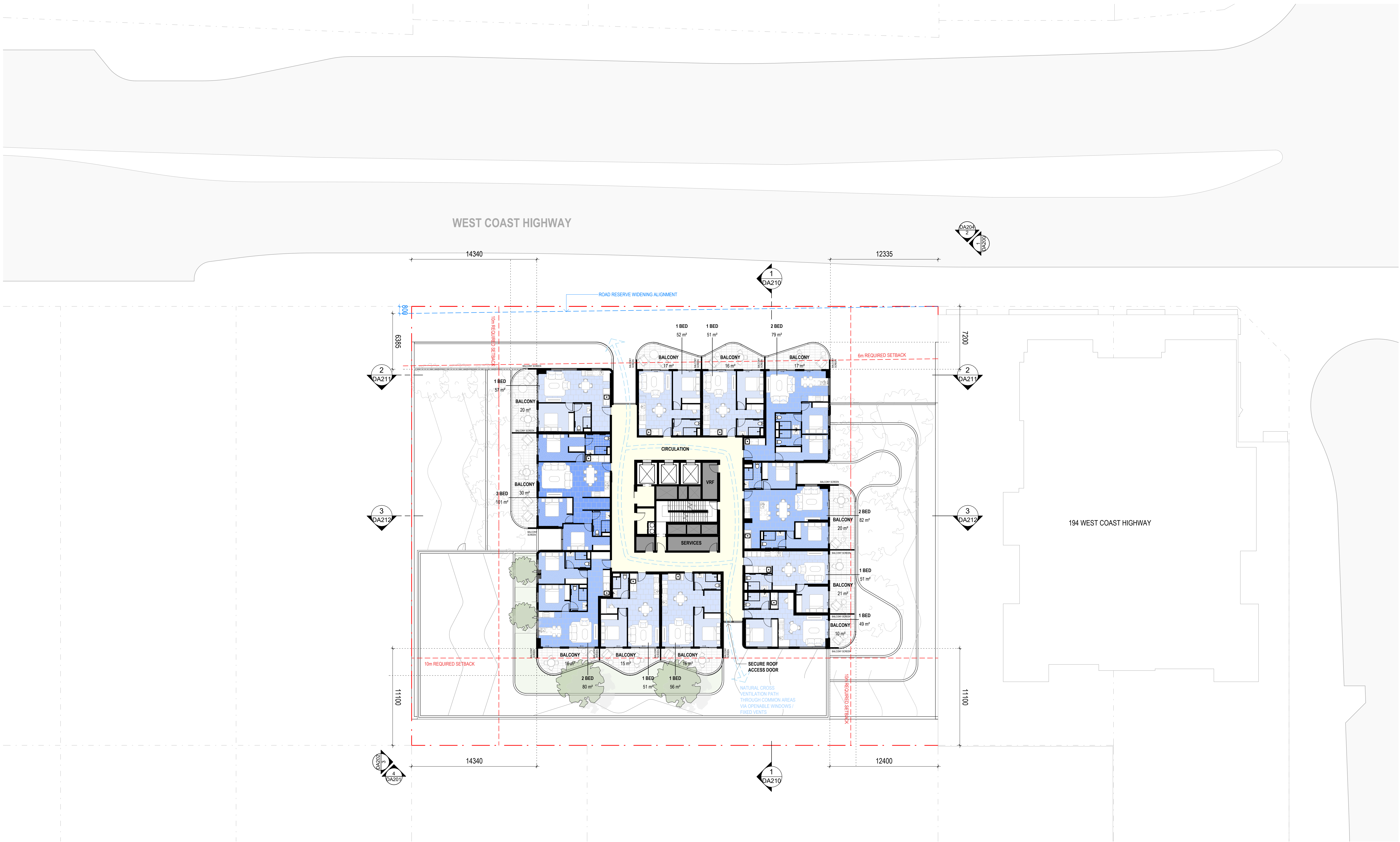
REVISION

C

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
06-Aug-2026

FILE
SD-030-24



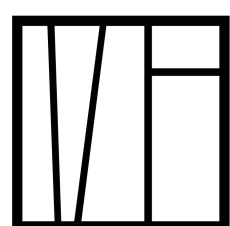
DEVELOPMENT APPLICATION

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Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
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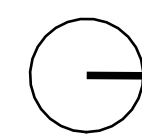
MEADPOINT

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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LEVEL 05 PLAN

NORTH POINT



SCALE

1:200 @ A1 Size



PROJECT NUMBER

80368

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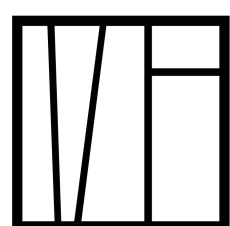
DEVELOPMENT APPLICATION

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Perth WA 6000
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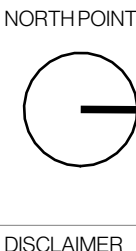


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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
TYPICAL LEVELS (06-25) PLAN



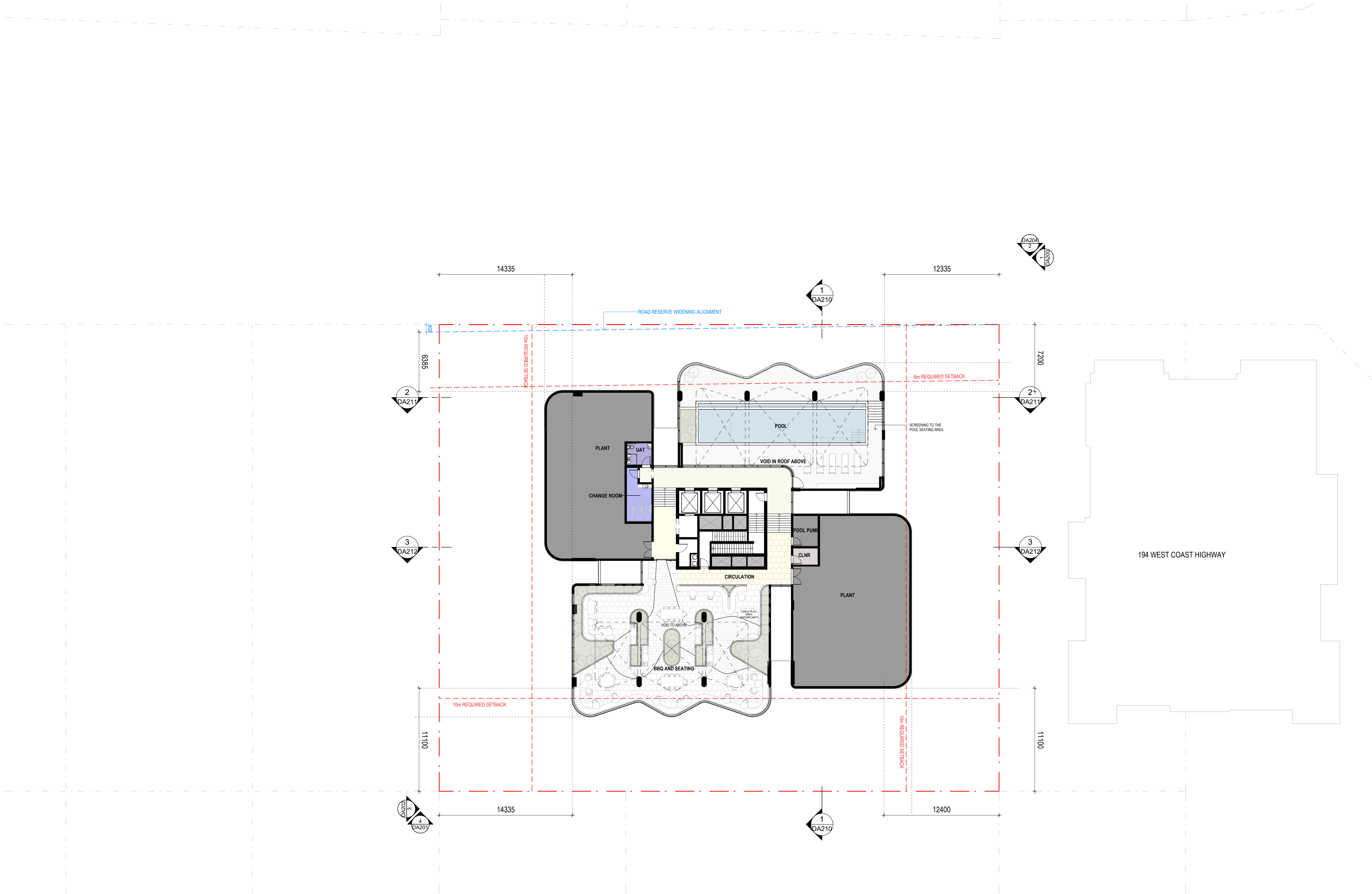
SCALE
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0 2 4 6 8 10m

PROJECT NUMBER
80368
DRAWING NUMBER
DA106

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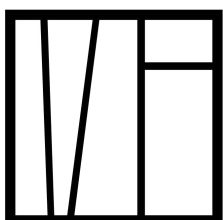
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Whale & Nymour Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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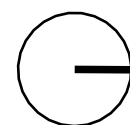


MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
ROOFTOP AMENITIES PLAN

NORTH POINT



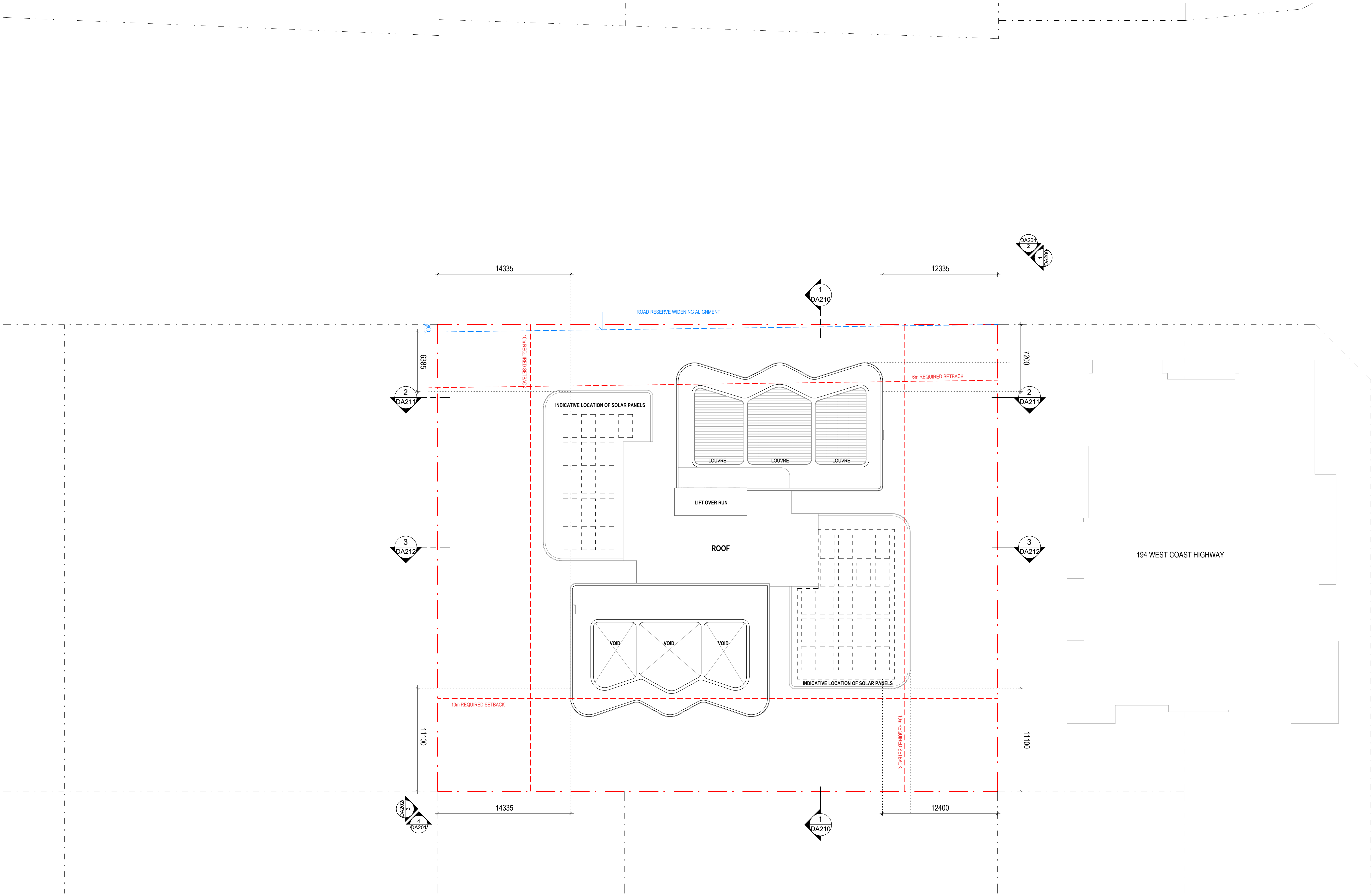
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0 2 4 6 8 10m

PROJECT NUMBER
80368
DRAWING NUMBER
DA107

STAGE
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DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE

06-Aug-2026

FILE

SD-030-24

ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
ROOF PLAN

NORTH POINT

SCALE

1:200 @ A1 Size

0

2

4

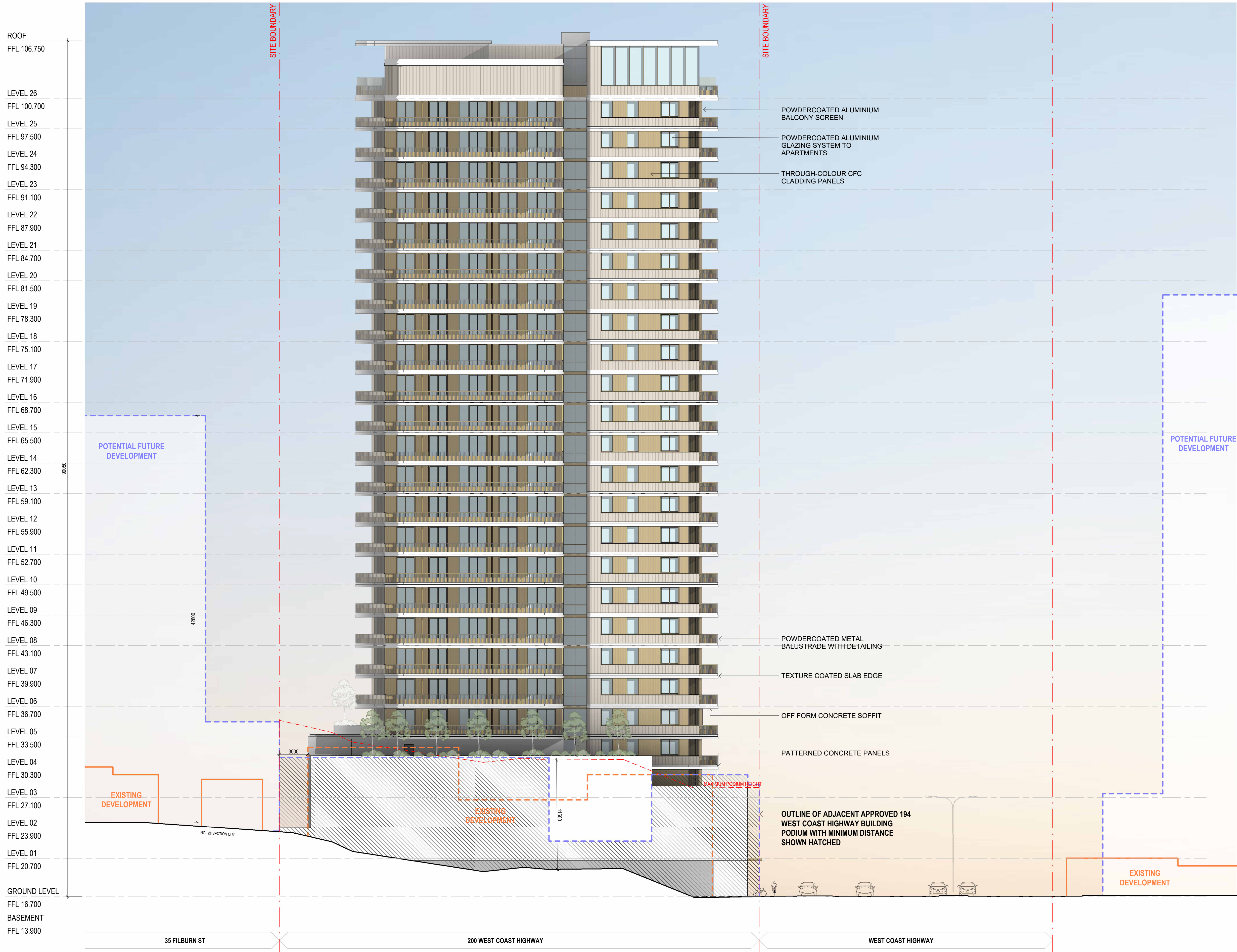
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10m

PROJECT NUMBER	STAGE
80368	DA
DRAWING NUMBER	REVISION
DA108	B

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DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
06-Aug-2026	SD-030-24

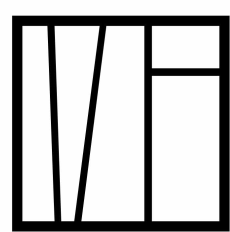
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BOORLOO / PERTH
Whispering Willows Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 9500 6490
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MEADPOINT

PROJECT TITLE

THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

NORTH ELEVATION

NORTH POINT

SCALE

1:200 @ A1 size

0 2 4 6 8 10m

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PROJECT NUMBER

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DRAWING NUMBER

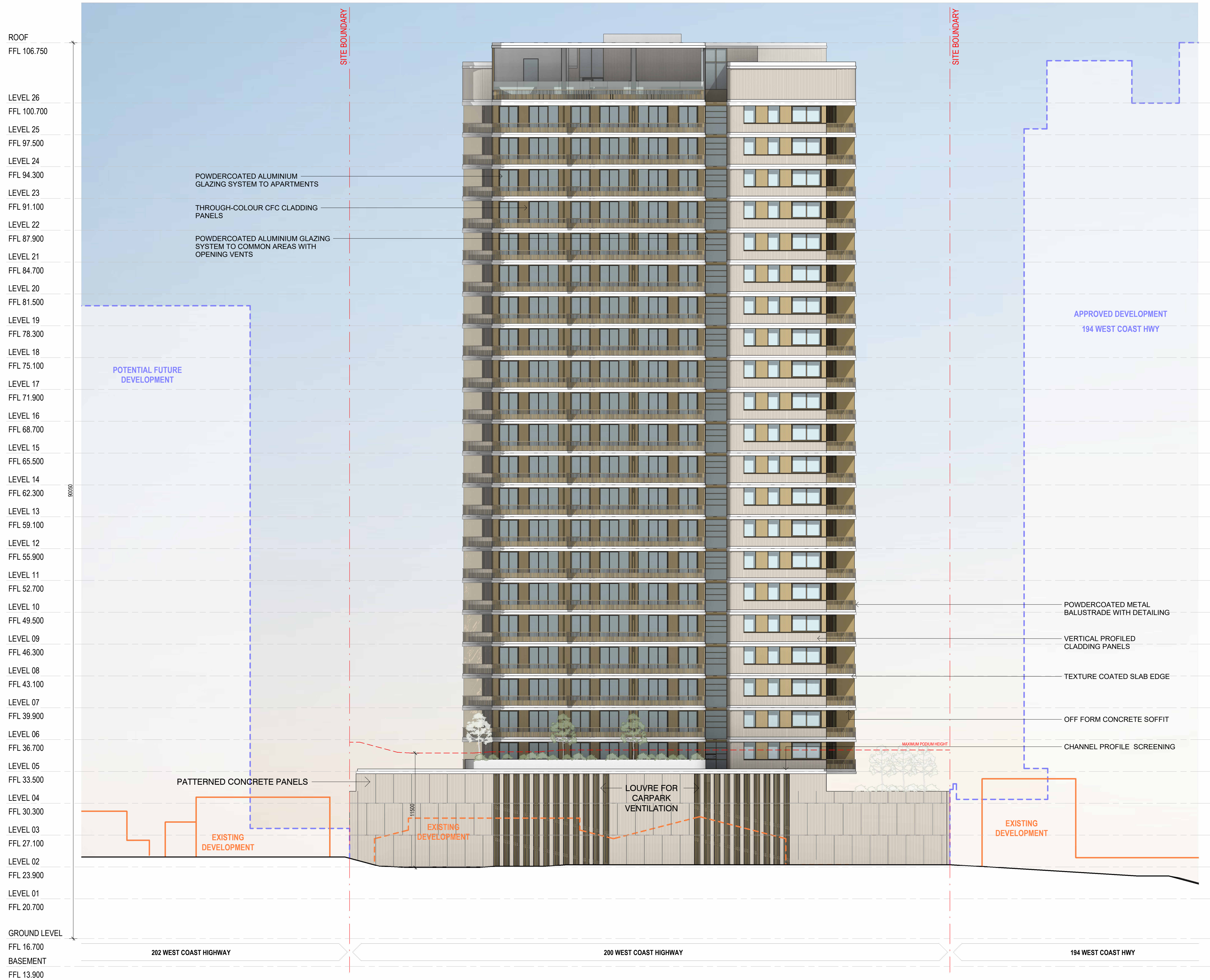
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STAGE

DA

REVISION

B



DEVELOPMENT APPLICATION

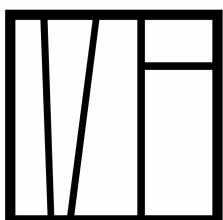
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B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

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DATE	FILE	
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ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
EAST ELEVATION

NORTH POINT

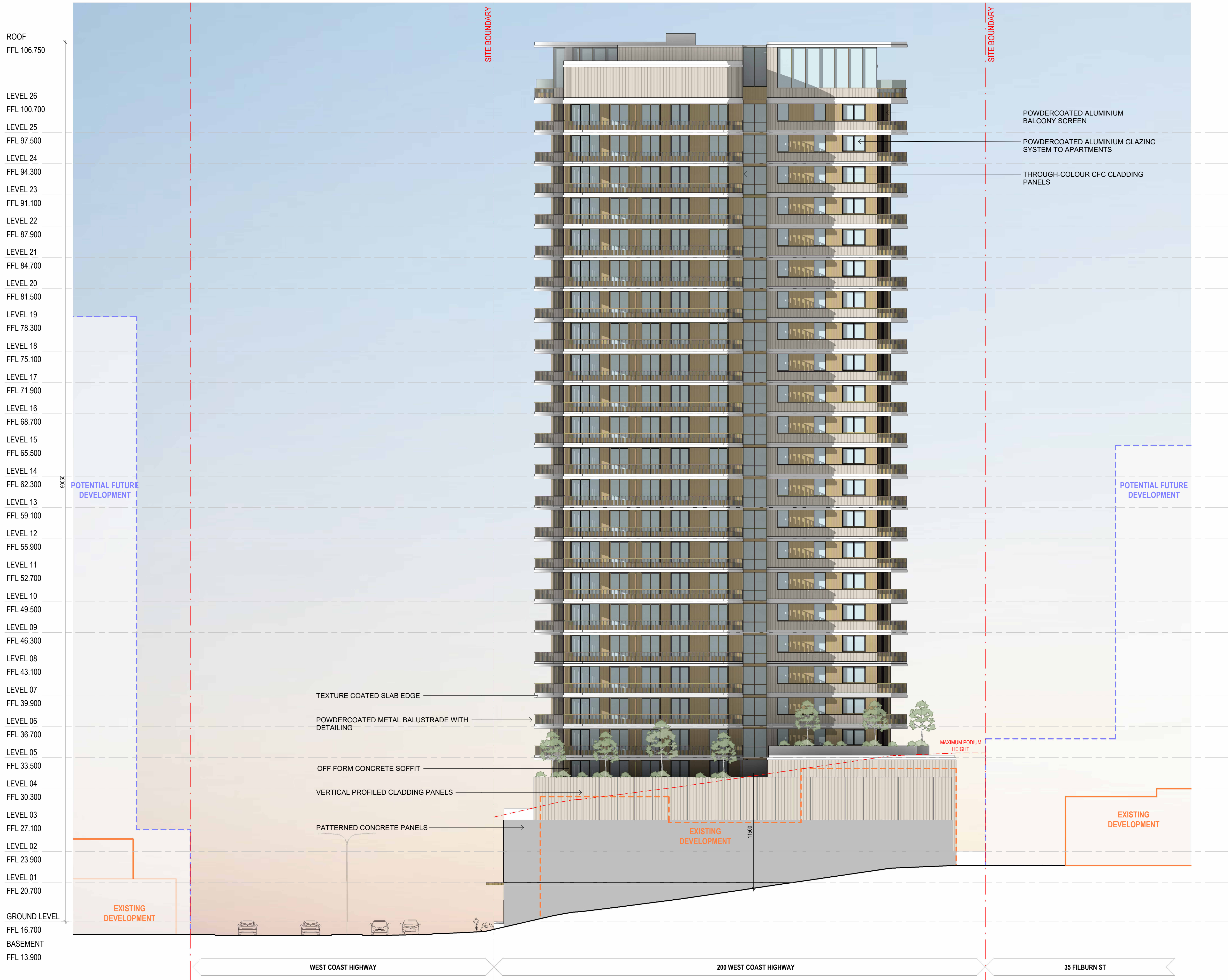
SCALE
1:200 @ A1 Size
0 2 4 6 8 10m

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PROJECT NUMBER
80368
DRAWING NUMBER
DA201

STAGE
DA
REVISION
B



REV	DATE	REVISION DESCRIPTION	CKD	APP
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

DEPARTMENT OF PLANNING, LANDS AND HERITAGE		
DATE	FILE	
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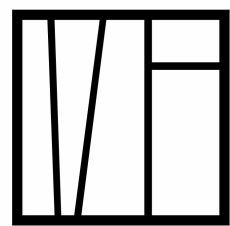
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BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
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perth@plusstudio.co

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MEADPOINT

PROJECT TITLE

THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

SOUTH ELEVATION

NORTH POINT

SCALE

1:200 @ A1 Size
0 2 4 6 8 10m

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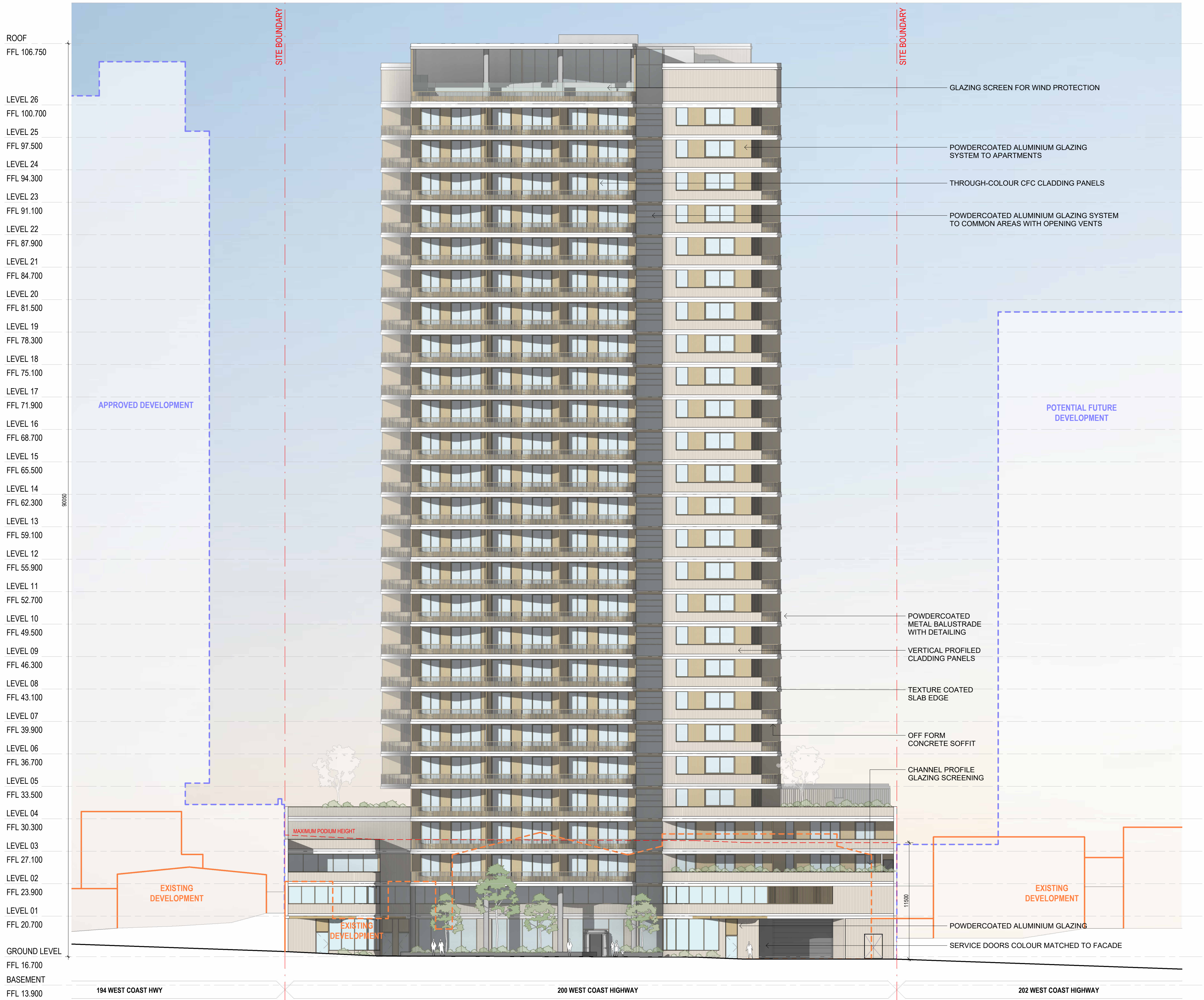
DA202

STAGE

DA

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DEVELOPMENT APPLICATION

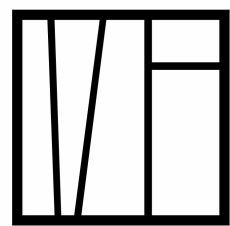
REV	DATE	REVISION DESCRIPTION
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION

CKD APP

ARCHITECT
BOORLOO / PERTH
Whisper Nyonger Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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MEADPOINT

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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
WEST ELEVATION

NORTH POINT

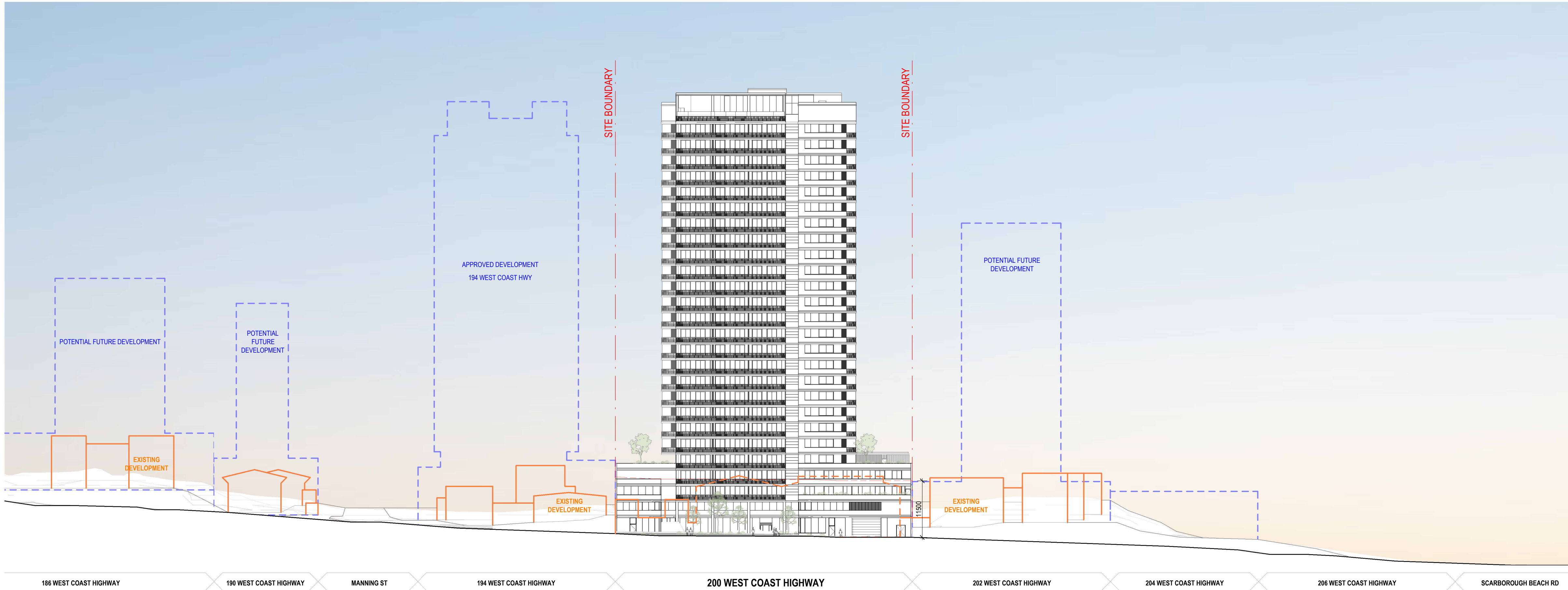
SCALE
1:200 @ A1 Size
0 2 4 6 8 10m

PROJECT NUMBER
80368
DRAWING NUMBER
DA203

STAGE
DA
REVISION
B

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DEVELOPMENT APPLICATION

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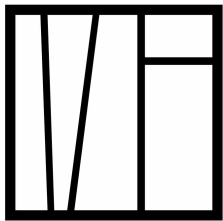
ARCHITECT
BOORLOO / PERTH
Whale & Nyrong Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LONG ELEVATION - EXISTING AND FUTURE DEVELOPMENT

NORTH POINT

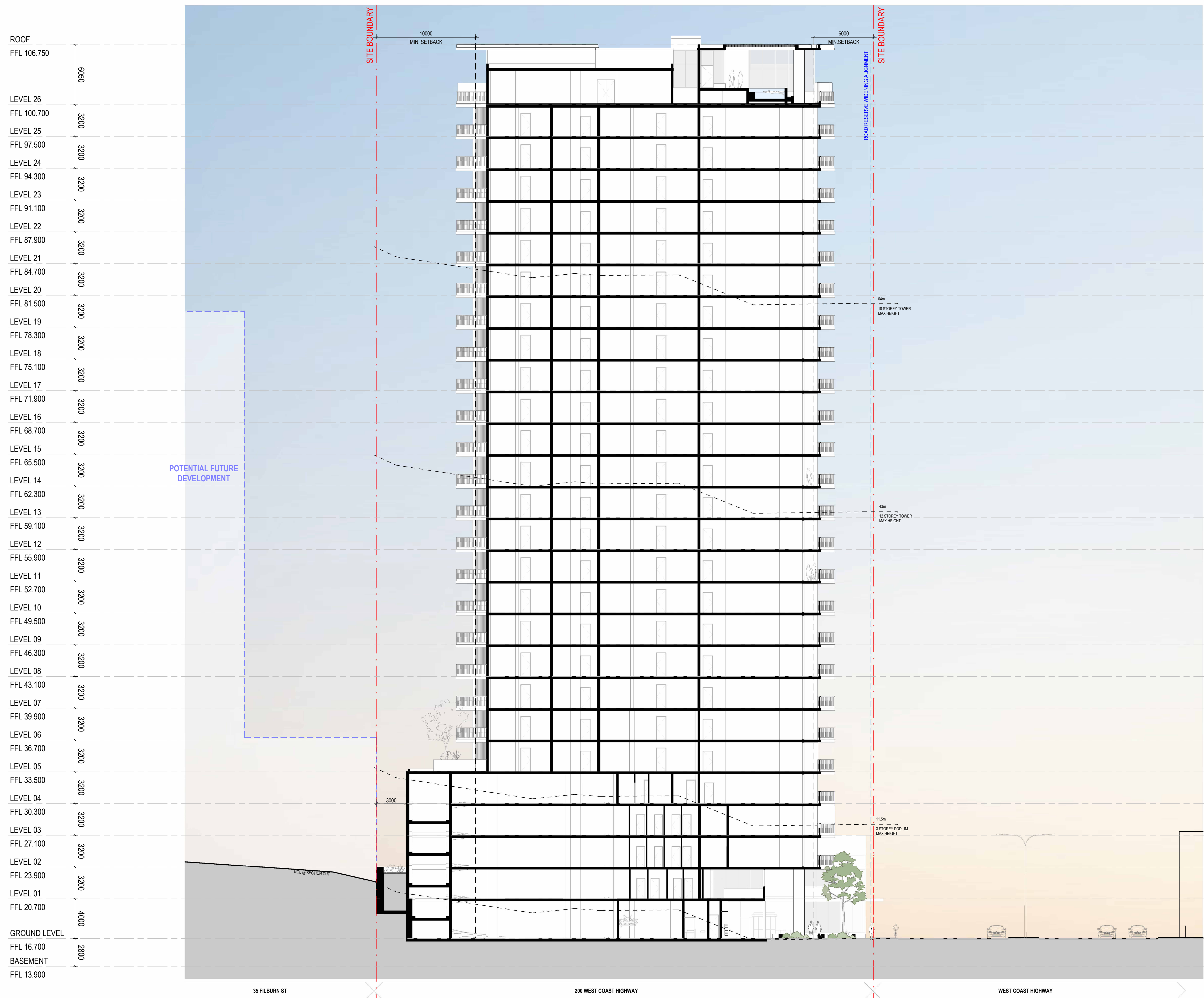
SCALE
1:500 @ A1 Size
0 5 10 15 20 25m

PROJECT NUMBER
80368
DRAWING NUMBER
DA204

STAGE
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REVISION
A

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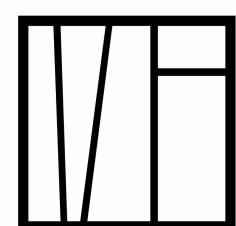
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A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
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ARCHITECT
BOORLOO / PERTH
Whadjuk Nyoongar Country
Ground Floor, 160 Beaufort Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE

THE TIDE

200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

SECTION 01

NORTH POINT

SCALE
1:200 @ A1Size



0 2 4 6 8 10m

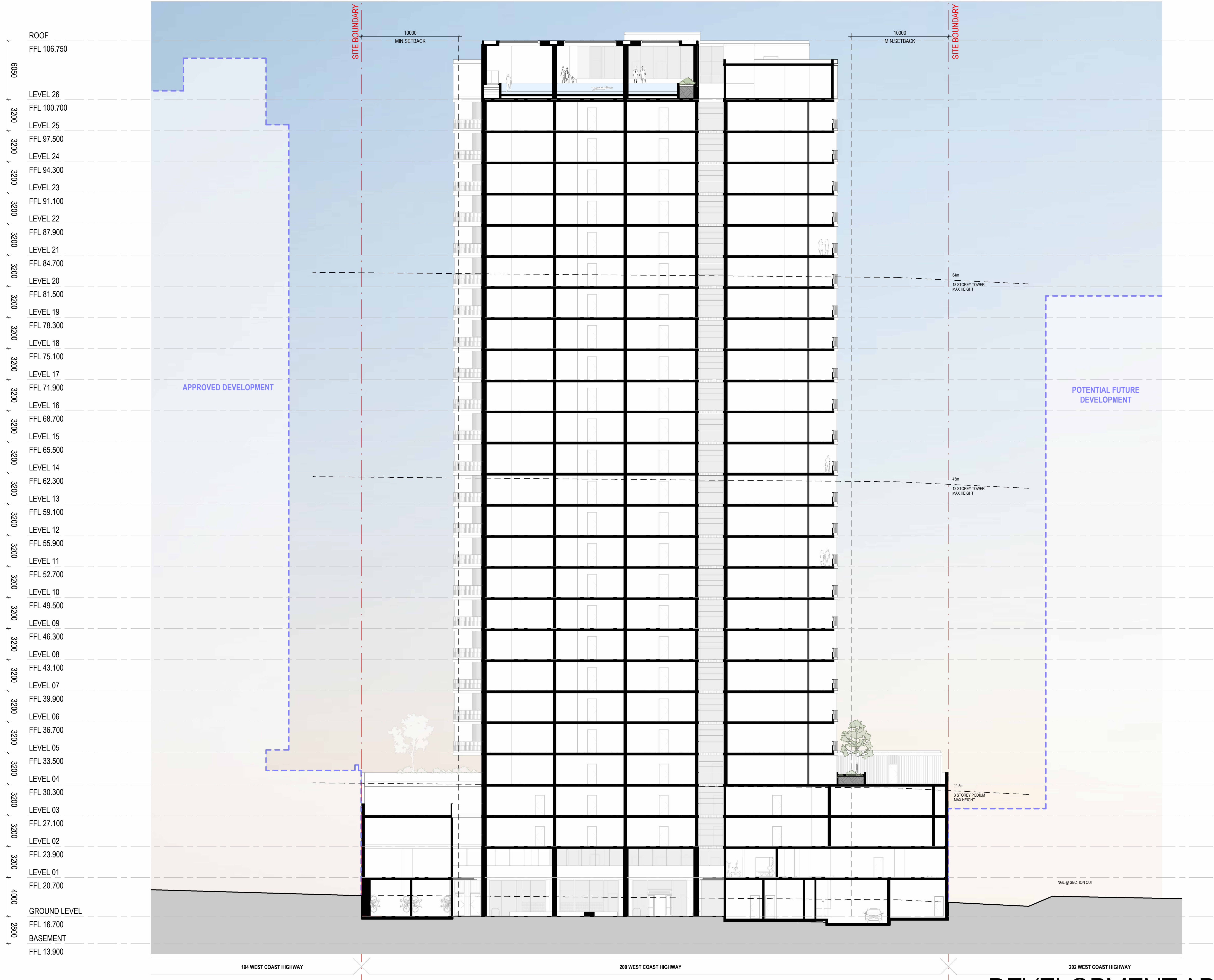
PROJECT NUMBER
80368

DRAWING NUMBER
DA210

STAGE
DA
REVISION
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DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE 06-Aug-2026	FILE SD-030-24

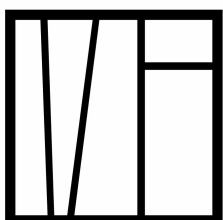
ARCHITECT
BOORLOO / PERTH
Whale & Noyce Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE

THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

SECTION 02

NORTH POINT

SCALE

1:200 @ A1 Size
0 2 4 6 8 10m

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PROJECT NUMBER

80368

DRAWING NUMBER

DA211

STAGE

DA

REVISION

B

ROOF
FFL 106.750

LEVEL 26
FFL 100.700

LEVEL 25
FFL 97.500

LEVEL 24
FFL 94.300

LEVEL 23
FFL 91.100

LEVEL 22
FFL 87.900

LEVEL 21
FFL 84.700

LEVEL 20
FFL 81.500

LEVEL 19
FFL 78.300

LEVEL 18
FFL 75.100

LEVEL 17
FFL 71.900

LEVEL 16
FFL 68.700

LEVEL 15
FFL 65.500

LEVEL 14
FFL 62.300

LEVEL 13
FFL 59.100

LEVEL 12
FFL 55.900

LEVEL 11
FFL 52.700

LEVEL 10
FFL 49.500

LEVEL 09
FFL 46.300

LEVEL 08
FFL 43.100

LEVEL 07
FFL 39.900

LEVEL 06
FFL 36.700

LEVEL 05
FFL 33.500

LEVEL 04
FFL 30.300

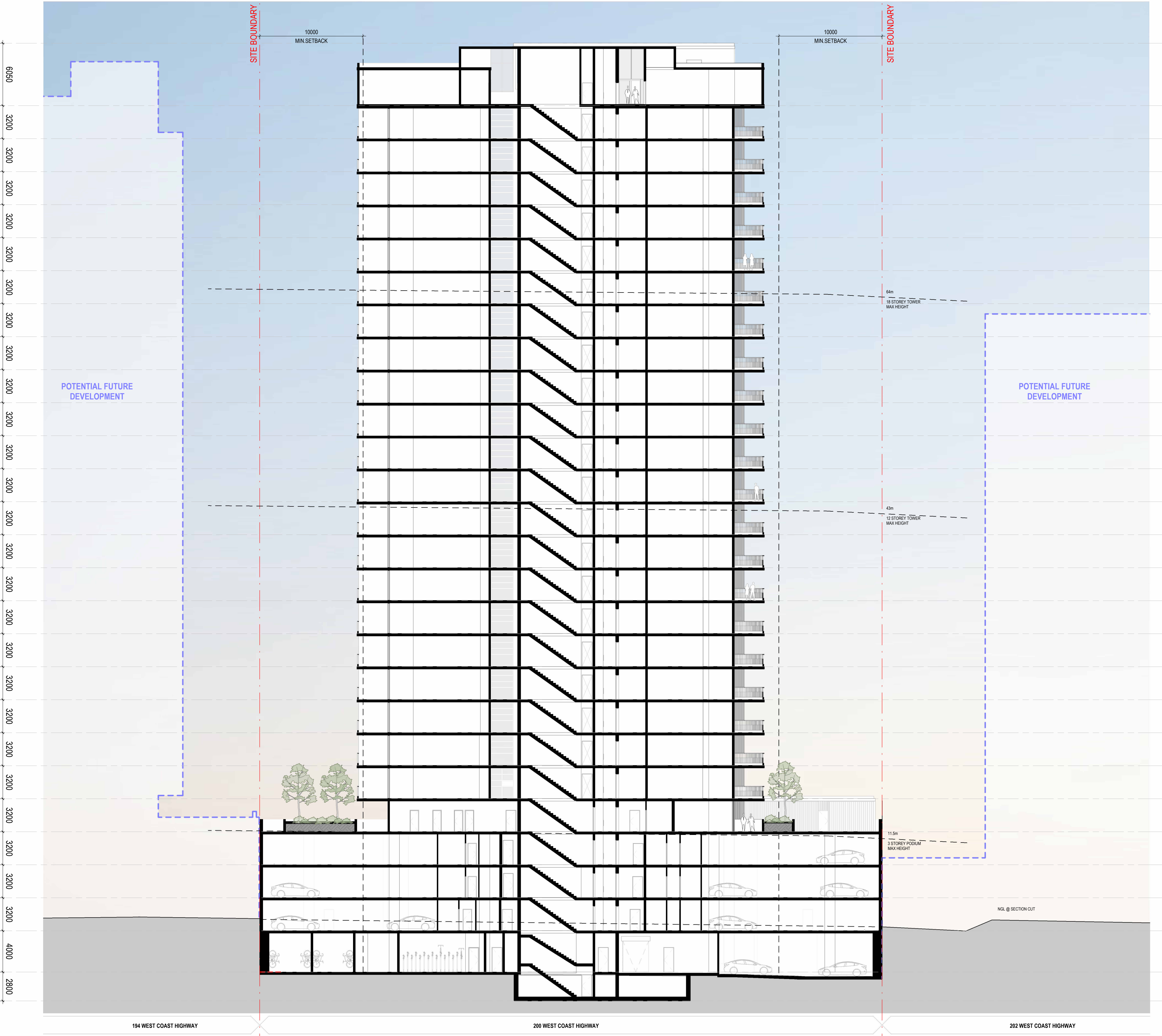
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FFL 27.100

LEVEL 02
FFL 23.900

LEVEL 01
FFL 20.700

GROUND LEVEL
FFL 16.700

BASEMENT
FFL 13.900



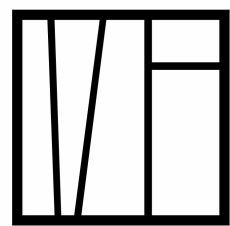
DEVELOPMENT APPLICATION

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ARCHITECT
BOORLOO / PERTH
Whale & Noyce Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
SECTION 03

NORTH POINT

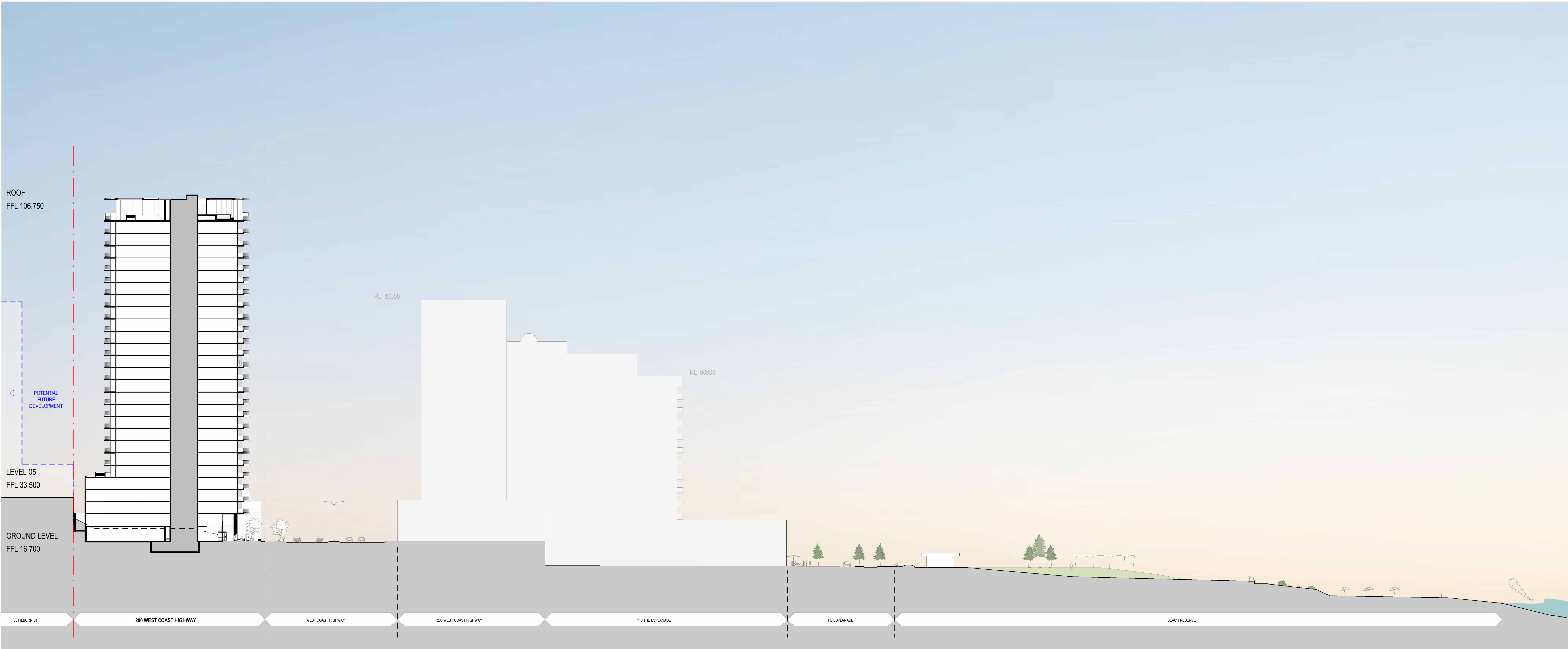
SCALE
1:200 @ A1 Size
0 2 4 6 8 10m

PROJECT NUMBER
80368
DRAWING NUMBER
DA212

STAGE
DA
REVISION
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B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

DEPARTMENT OF PLANNING, LANDS AND HERITAGE		
DATE	FILE	
06-Aug-2026	SD-030-24	

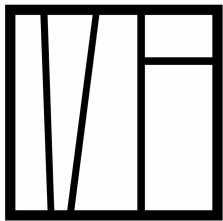
ARCHITECT
BOORLOO / PERTH
Whale & Nyrong Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
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MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

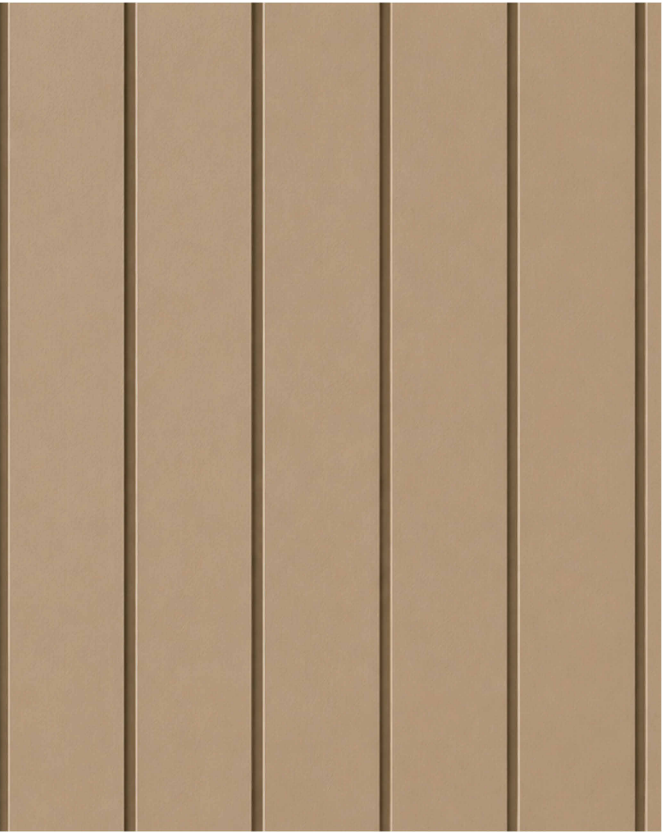
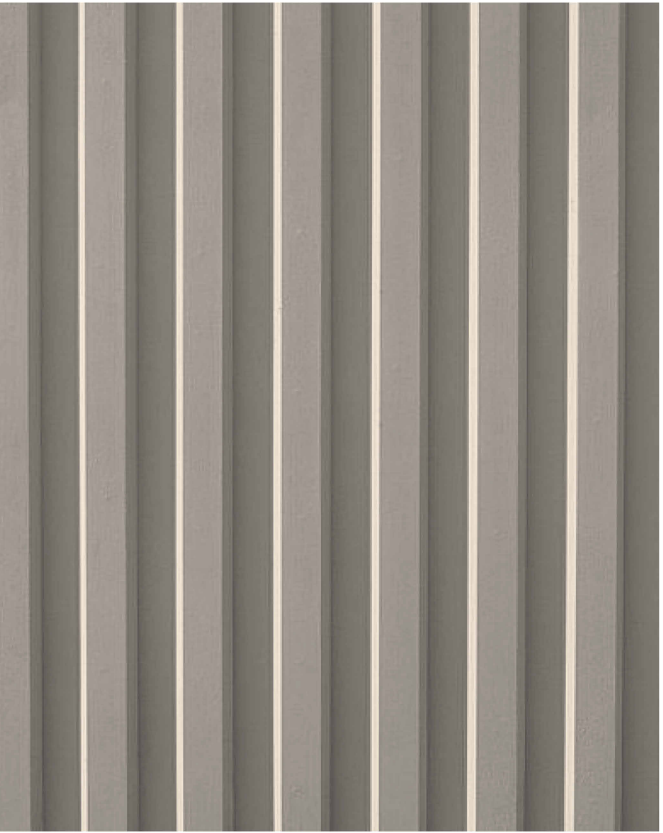
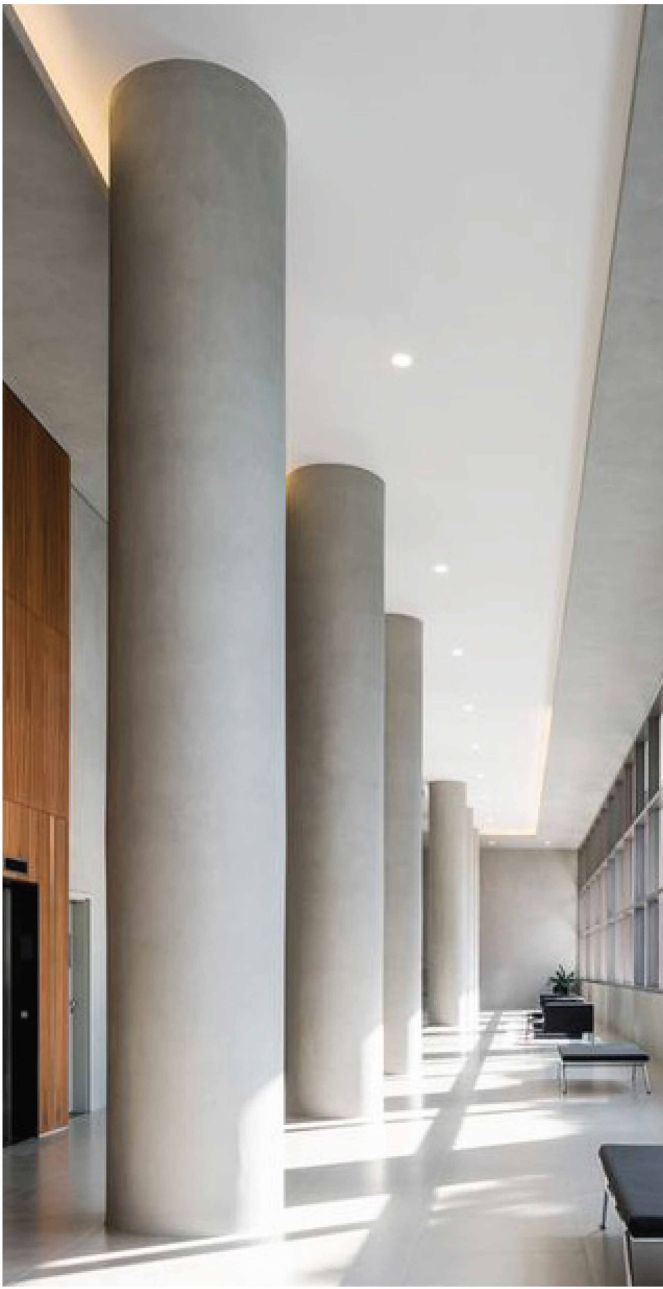
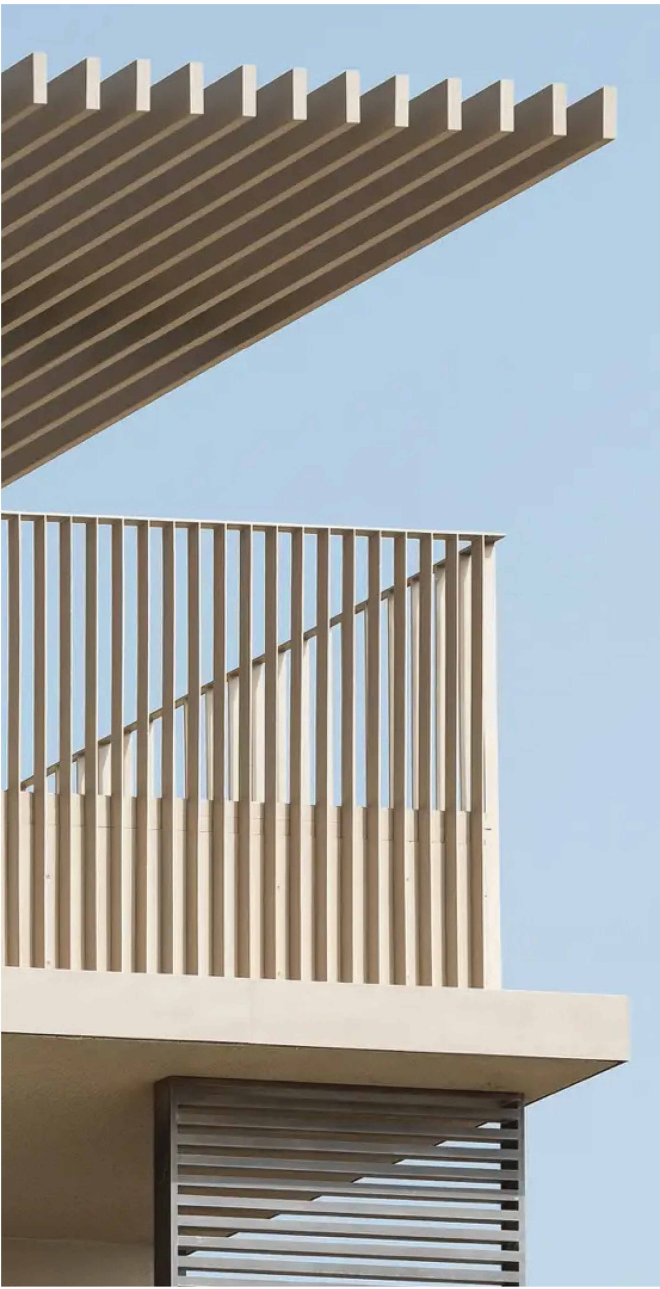
DRAWING TITLE
SECTION 04 - CONTEXT SECTION

DEVELOPMENT APPLICATION

NORTH POINT
SCALE
1:500 @ A1 Size
0 5 10 15 20 25m

PROJECT NUMBER	STAGE
80368	DA
DRAWING NUMBER	REVISION
DA214	B

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1 POWDERCOATED
METAL BALUSTRADE

2 PRECAST CONCRETE
WITH TEXTURE

3 METAL CLADDING

4 GLAZING WITH METAL
FRAME

5 RENDERED CONCRETE

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
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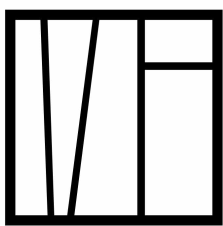
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE

THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

MATERIAL SCHEDULE

NORTHPOINT

SCALE

PROJECT NUMBER

80368

DRAWING NUMBER

DA300

STAGE

DA

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DEVELOPMENT APPLICATION

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DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

DATE
06-Aug-2026

FILE
SD-030-24

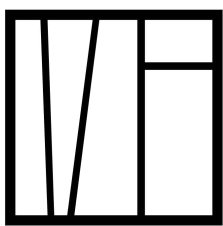
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
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MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
PERSPECTIVE VIEW 1

DEVELOPMENT APPLICATION

NORTH POINT

SCALE

PROJECT NUMBER
80368
DRAWING NUMBER
DA301

STAGE
DA
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AND HERITAGE

DATE
06-Aug-2026

FILE
SD-030-24

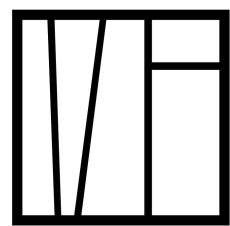
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BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 161 Beaulieu Street
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MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
PERSPECTIVE VIEW 2

DEVELOPMENT APPLICATION

NORTHPOINT

SCALE

PROJECT NUMBER
80368
DRAWING NUMBER
DA302

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DATE06-Aug-2026FILESD-030-24

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BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 161 Beaulieu Street
Perth WA 6000
Australia
+61 8 6000 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

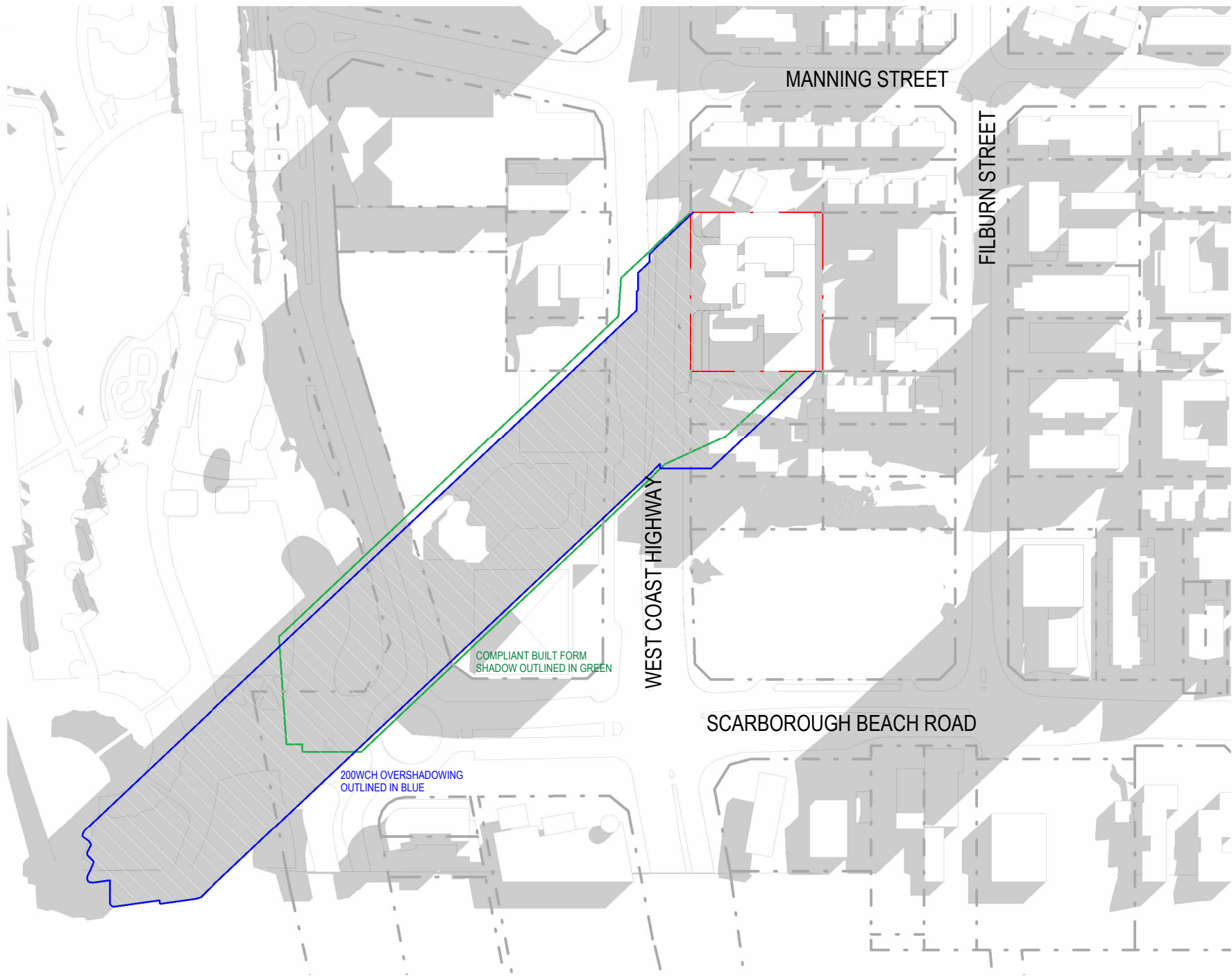
DRAWING TITLE
PERSPECTIVE VIEW 3

DEVELOPMENT APPLICATION

NORTHPOINT	SCALE	PROJECT NUMBER	STAGE
		80368	DA
		DRAWING NUMBER	REVISION
		DA303	B

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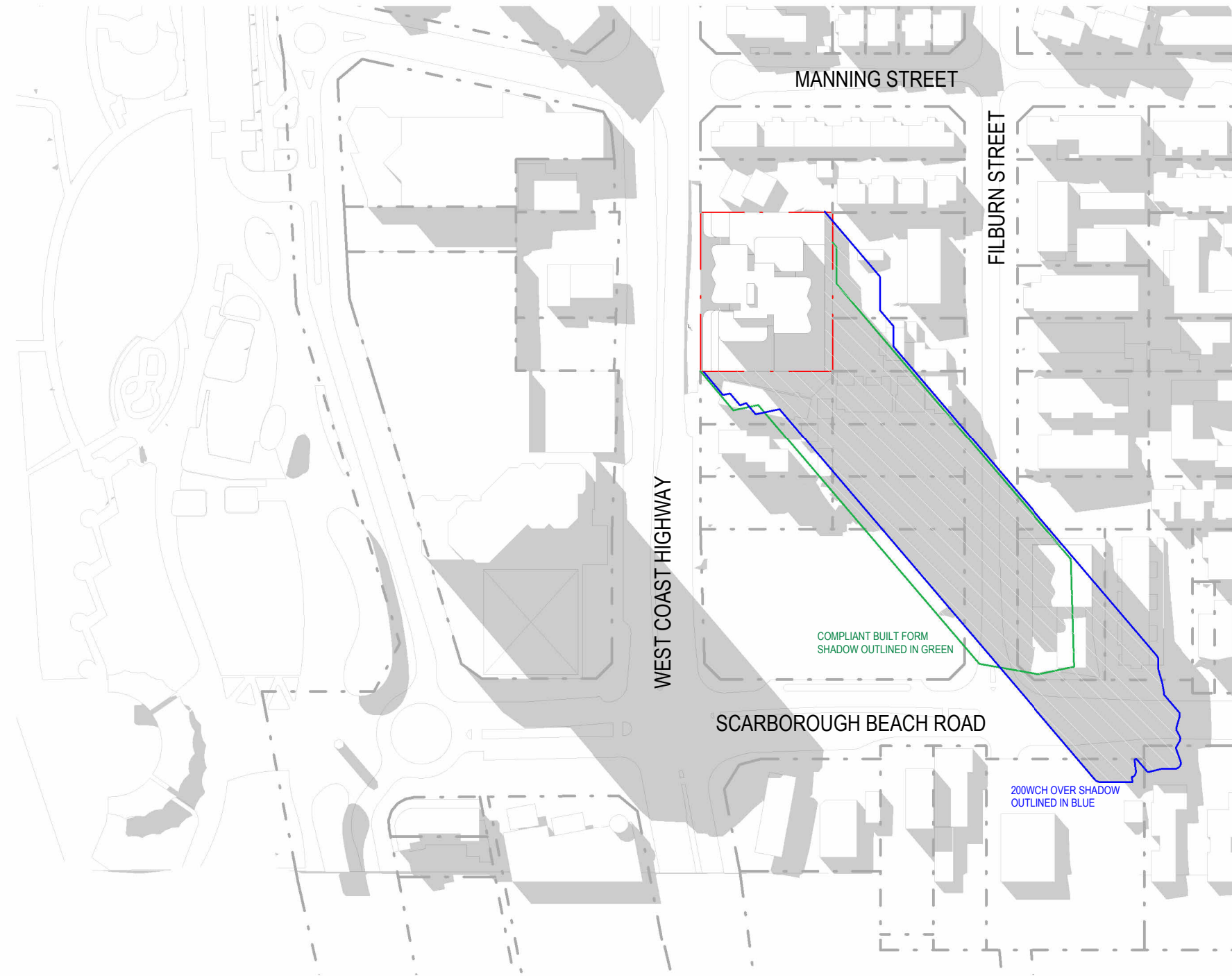
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1 21st JUN - 9am
Scale: 1 : 2000



2 21st JUN - 12pm
Scale: 1 : 2000



3 21st JUN - 3pm
Scale: 1 : 2000

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

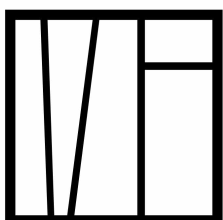
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Whale & Nyrong Country
Ground Floor, 100 Basilford Street
Perth WA 6000
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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
SHADOW ANALYSIS DIAGRAM - JUNE 21ST



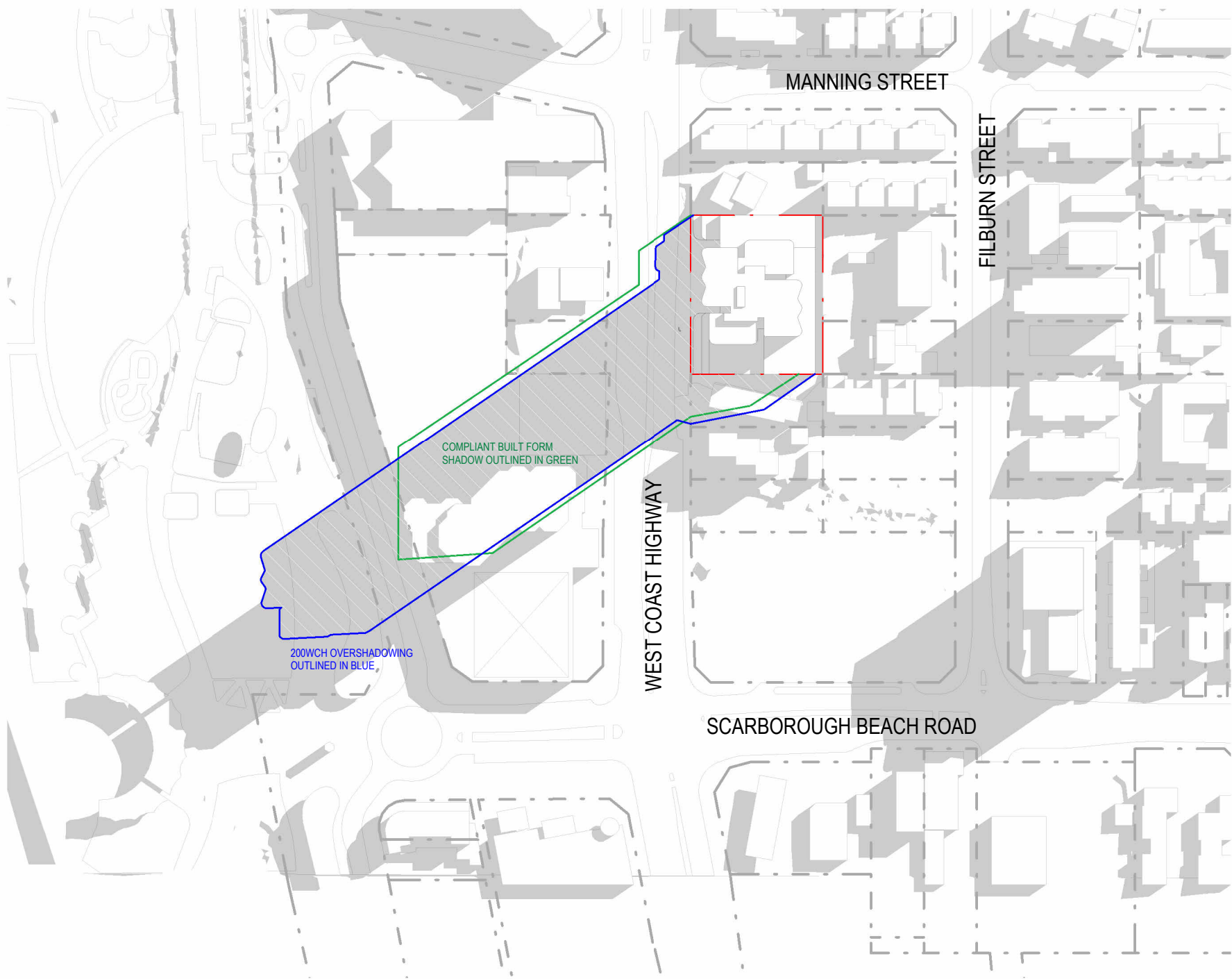
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0 20 40 60 80 100m

PROJECT NUMBER
80368
DRAWING NUMBER
DA400

STAGE
DA
REVISION
B

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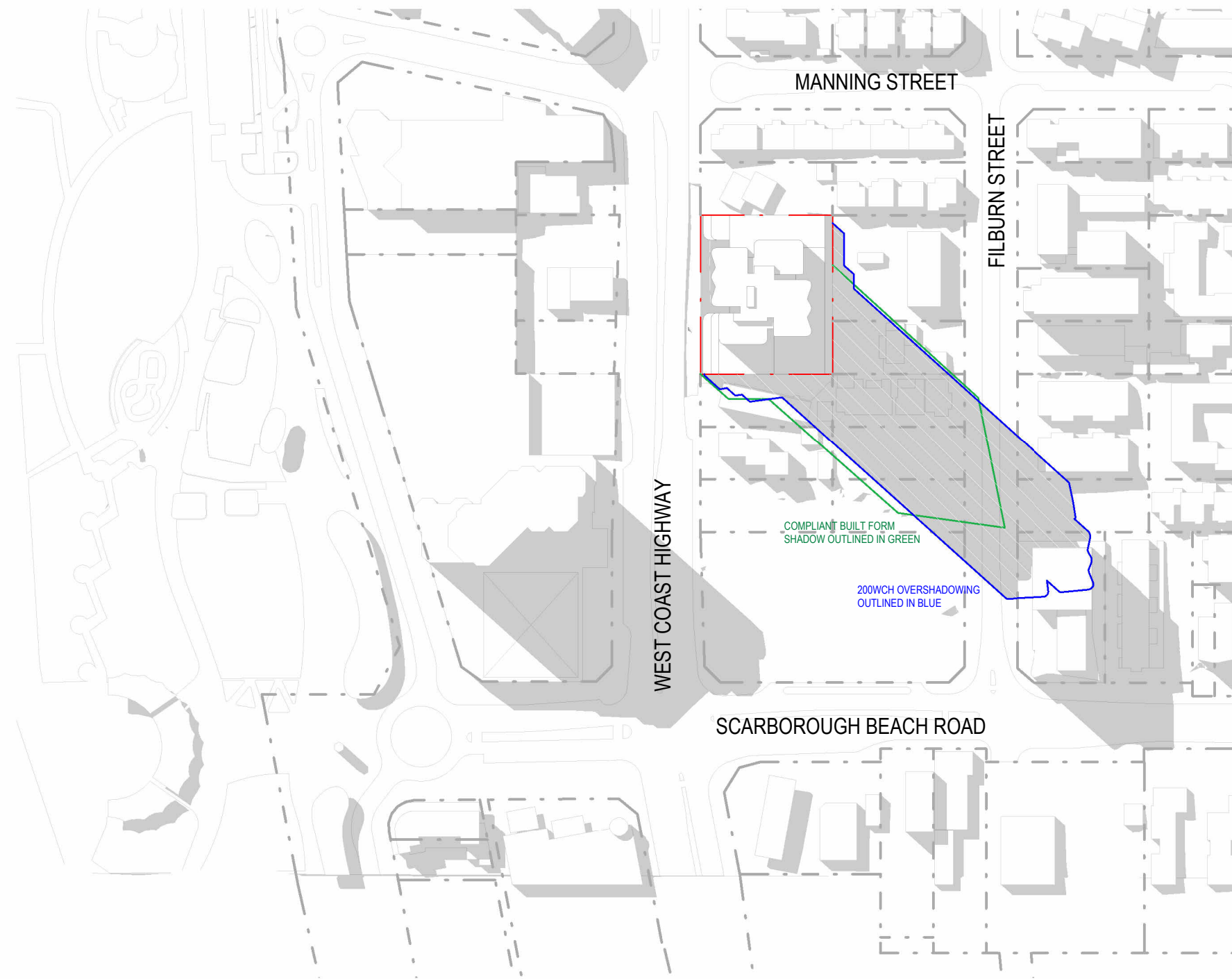
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1 22nd AUG - 9am
Scale: 1 : 2000



2 22nd AUG - 12pm
Scale: 1 : 2000



3 22nd AUG - 3pm
Scale: 1 : 2000

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

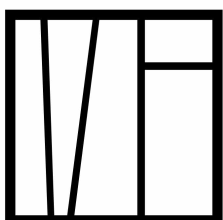
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BOORLOO / PERTH
Whale & Nyrong Country
Ground Floor, 100 Basilford Street
Perth WA 6000
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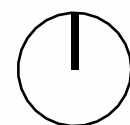


MEADPOINT

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THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
SHADOW ANALYSIS DIAGRAM - AUGUST 22ND

NORTH POINT



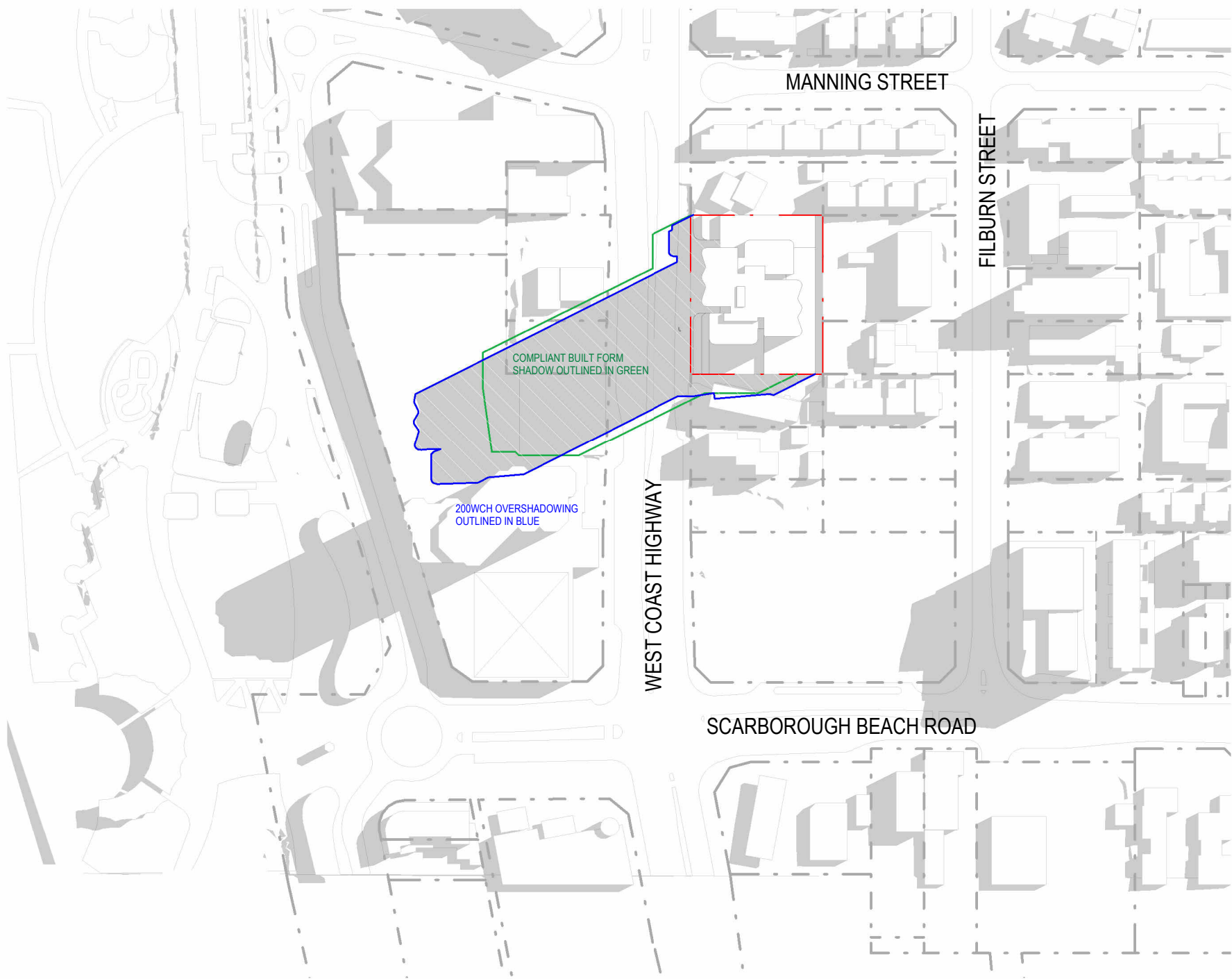
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PROJECT NUMBER
80368
DRAWING NUMBER
DA401

STAGE
DA
REVISION
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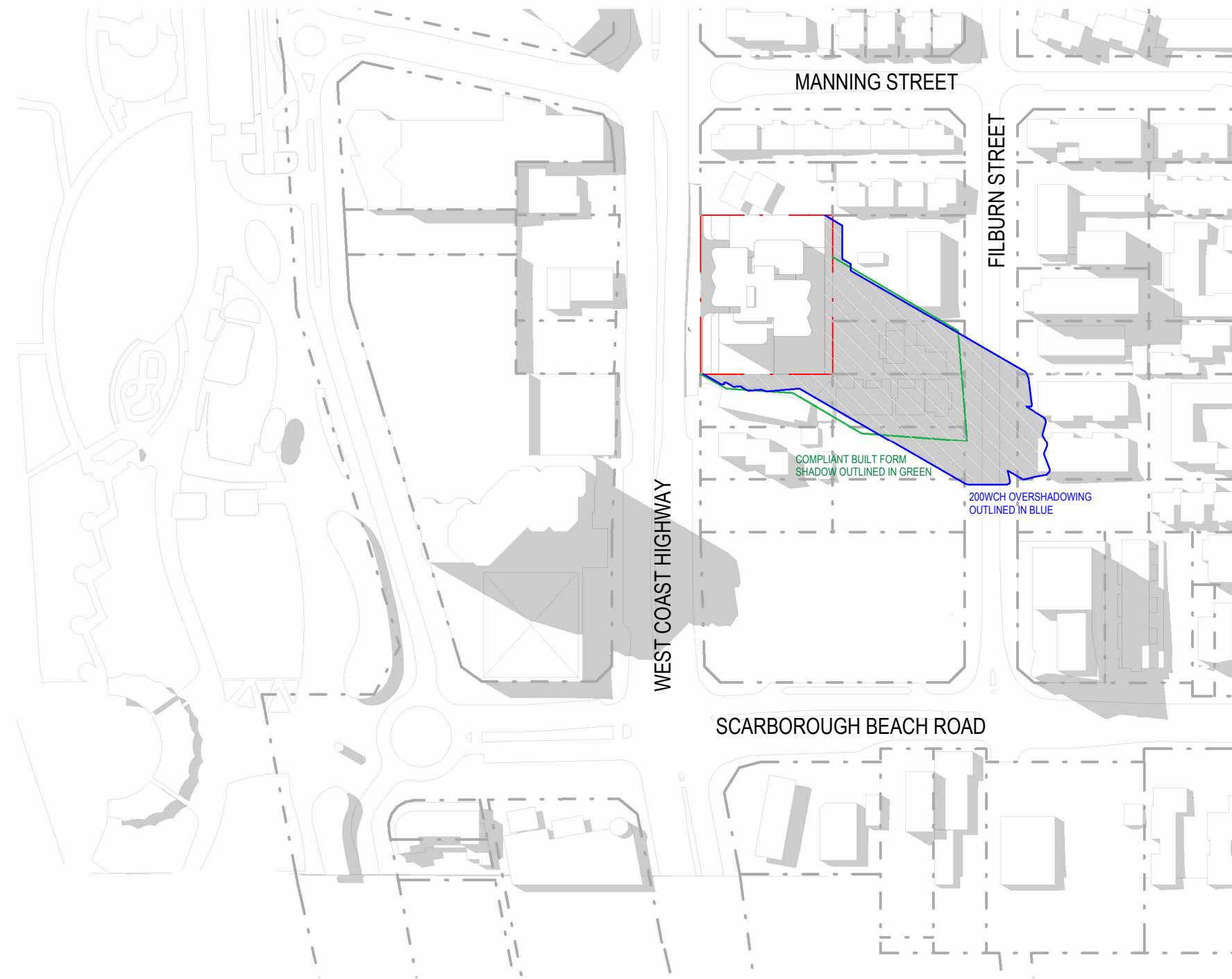
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1 22nd SEP - 9am
Scale: 1 : 2000



2 22nd SEP - 12pm
Scale: 1 : 2000



3 22nd SEP - 3pm
Scale: 1 : 2000

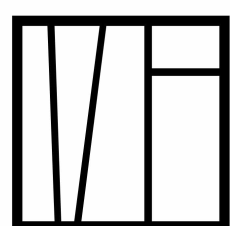
REV	DATE	REVISION DESCRIPTION	CKD	APP
A	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

ARCHITECT
BOORLOO / PERTH
Whale & Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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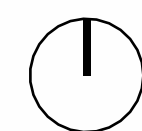
MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
SHADOW ANALYSIS DIAGRAM - SEPTEMBER 22ND

NORTH POINT



SCALE
1:2000 @ A1 Size
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DISCLAIMER

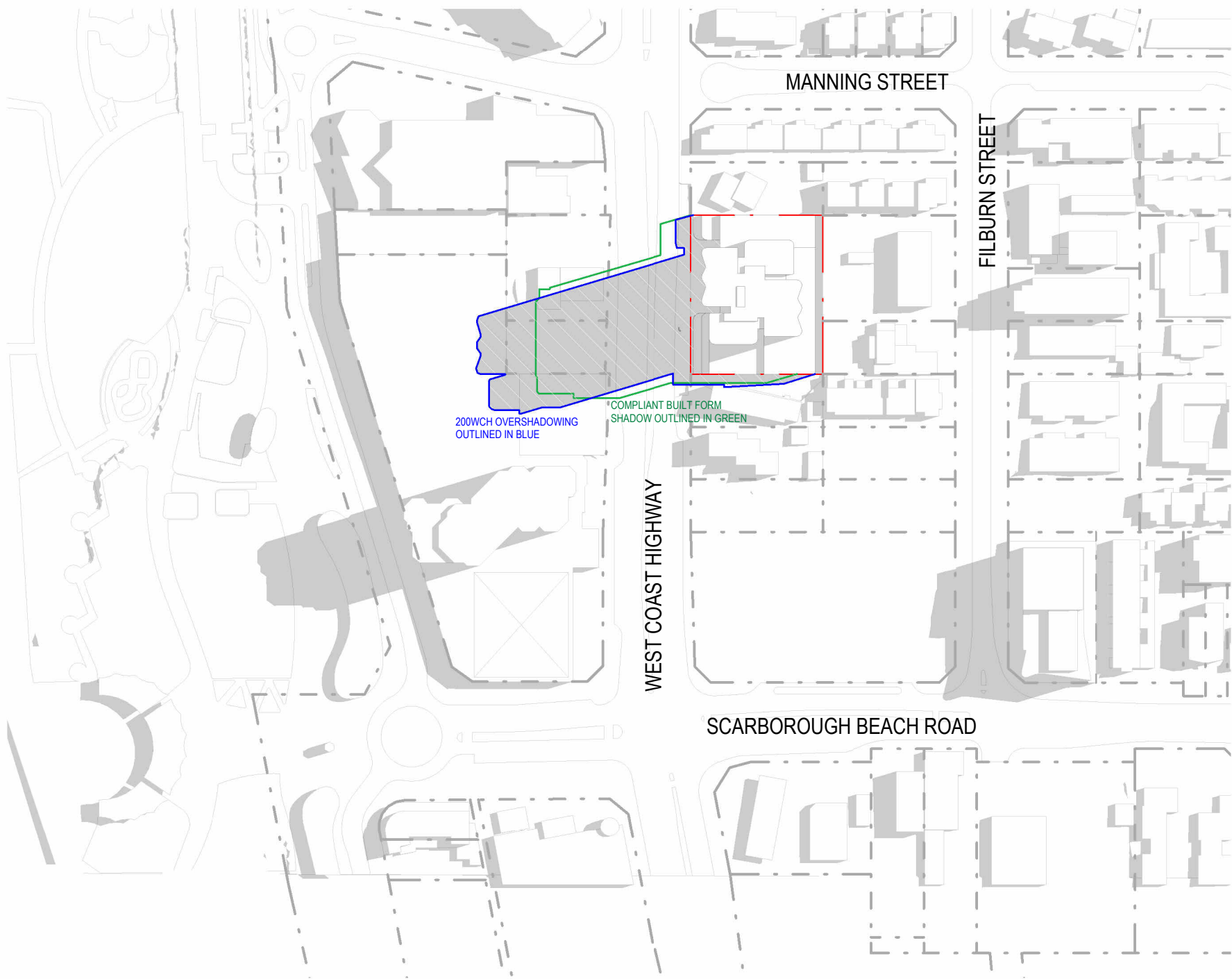
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PROJECT NUMBER
80368
DRAWING NUMBER
DA402

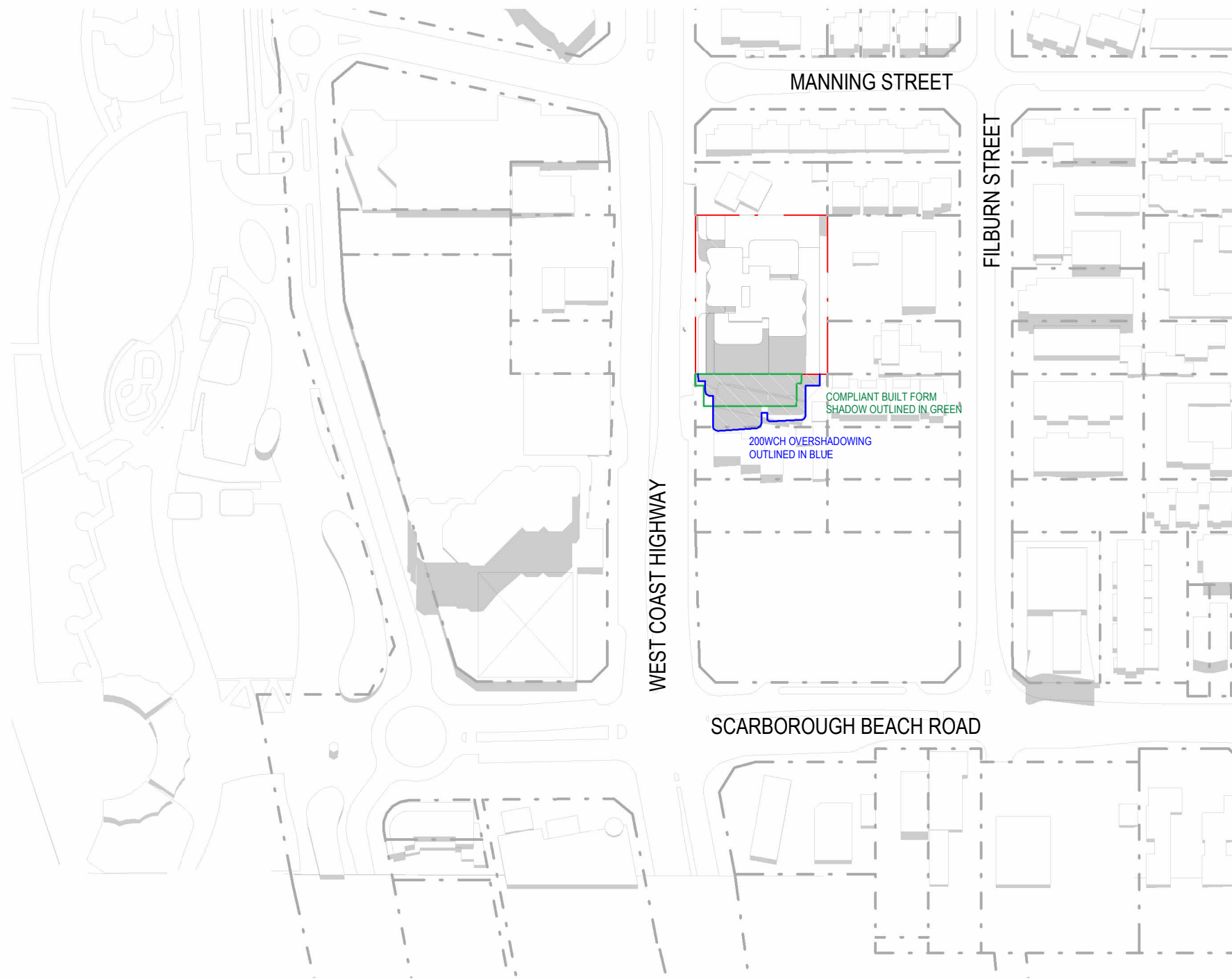
STAGE
DA
REVISION
B

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE

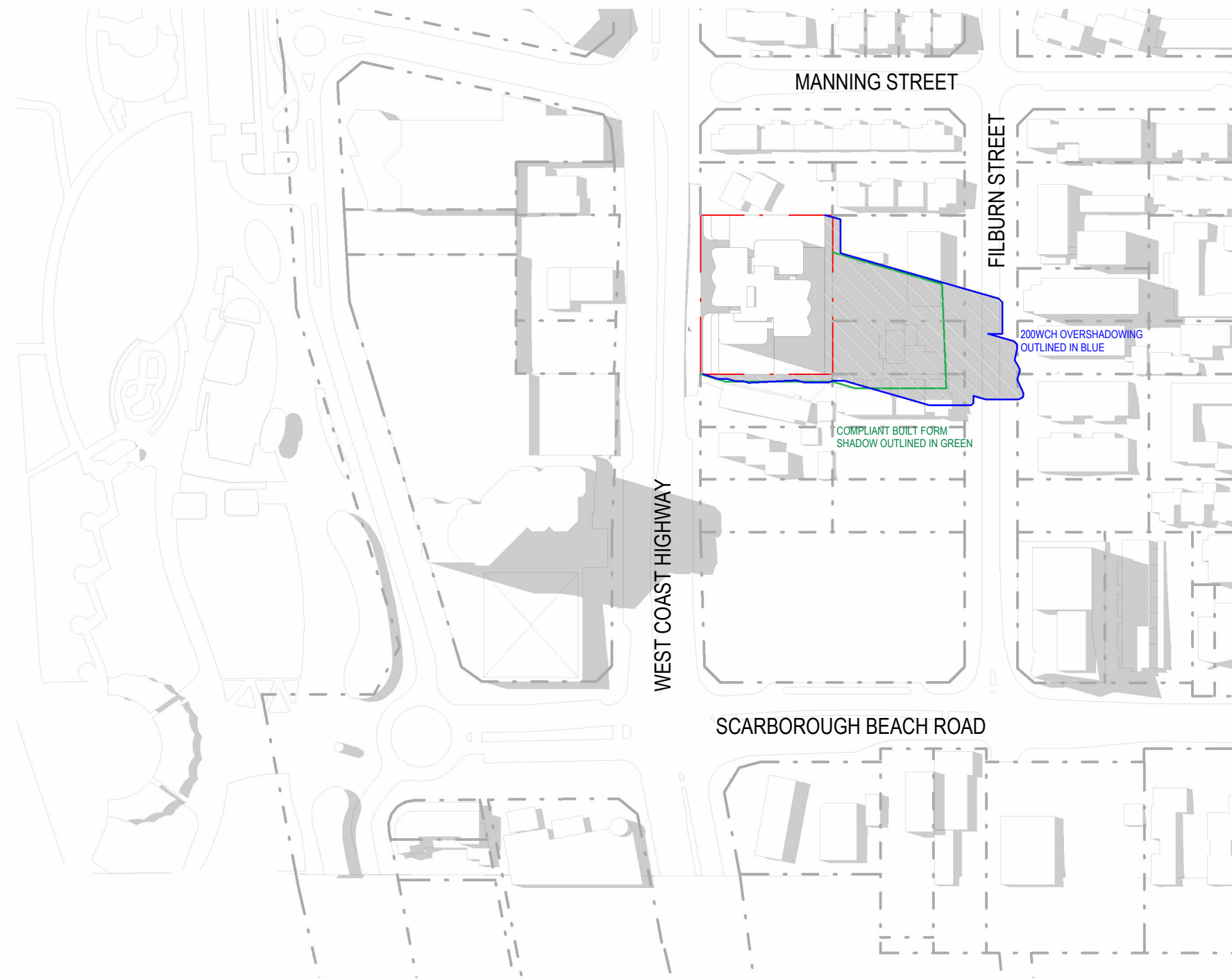
DATE
06-Aug-2026
FILE
SD-030-24



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Scale: 1 : 2000



2 22nd OCT - 12pm
Scale: 1 : 2000



3 22nd OCT - 3pm
Scale: 1 : 2000

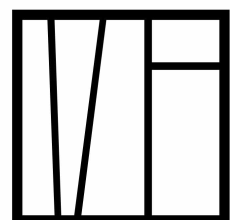
REV	DATE	REVISION DESCRIPTION	CKD	APP
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B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

ARCHITECT
BOORLOO / PERTH
Whale & Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

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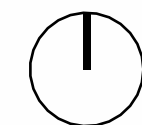
MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
SHADOW ANALYSIS DIAGRAM - OCTOBER 22ND

NORTH POINT



SCALE
1:2000 @ A1 Size
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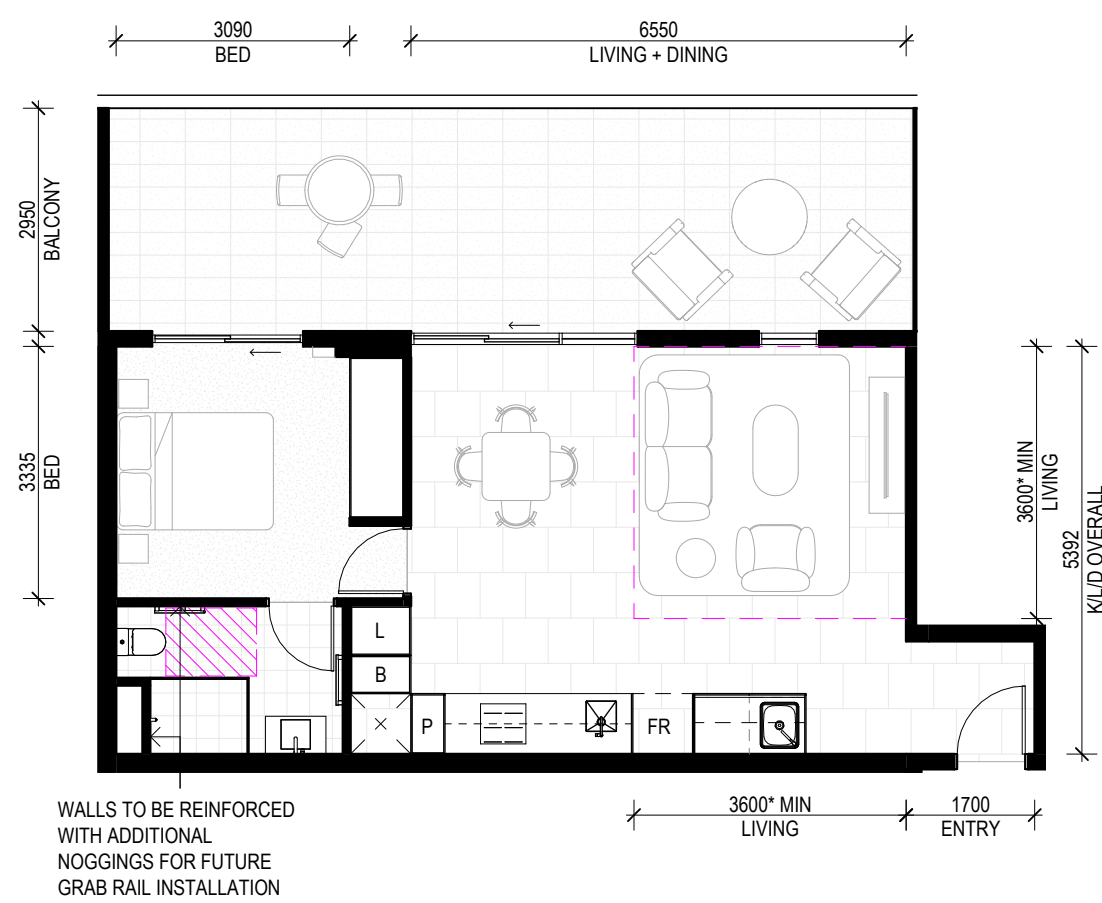
PROJECT NUMBER
80368
DRAWING NUMBER
DA403

STAGE
DA
REVISION
B

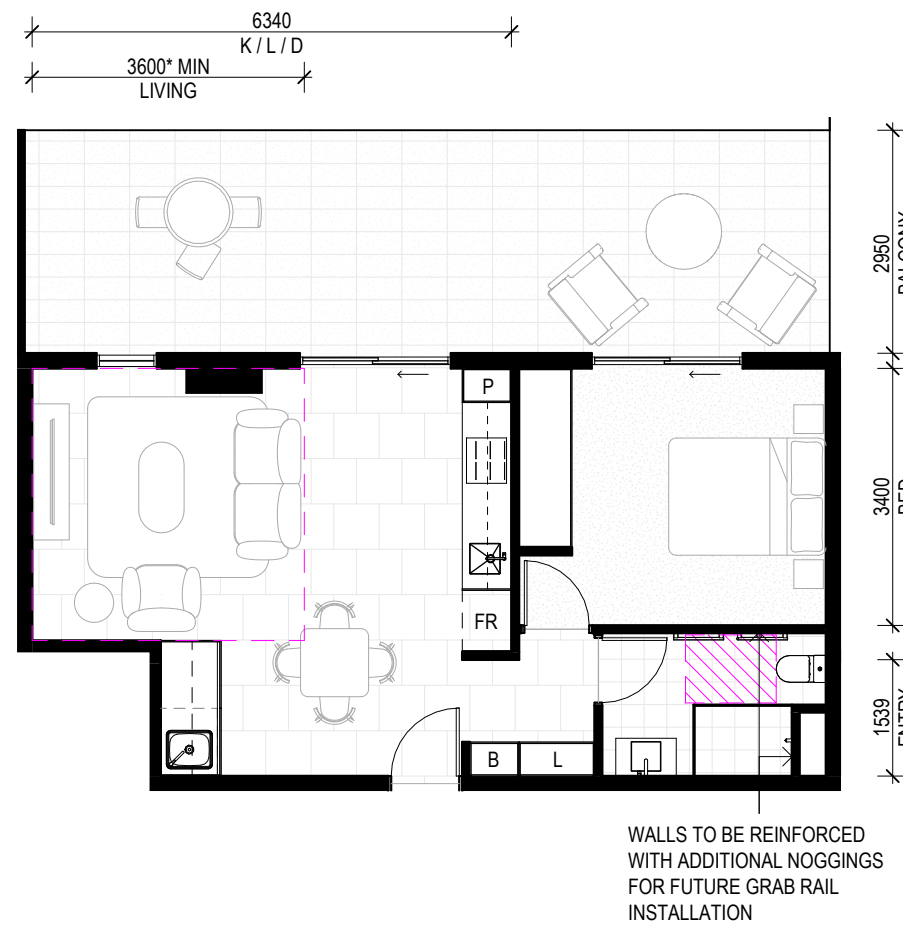
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1 BED

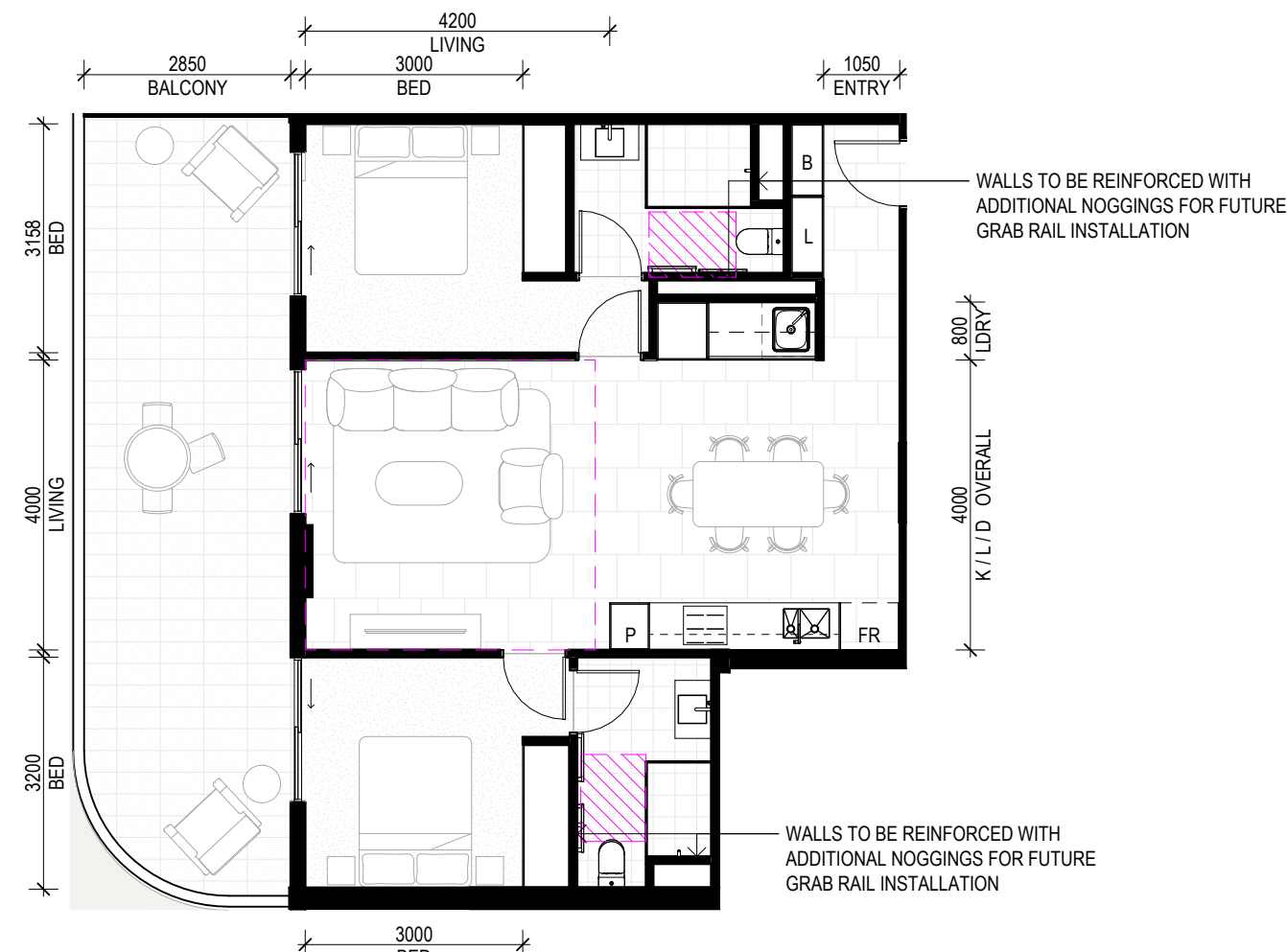


1 APARTMENT TYPE_A
Scale: 1 : 100
1 BED / 1 BATH
LEVELS 2-3
INTERNAL AREA: 59m²
BALCONY AREA: 31m²

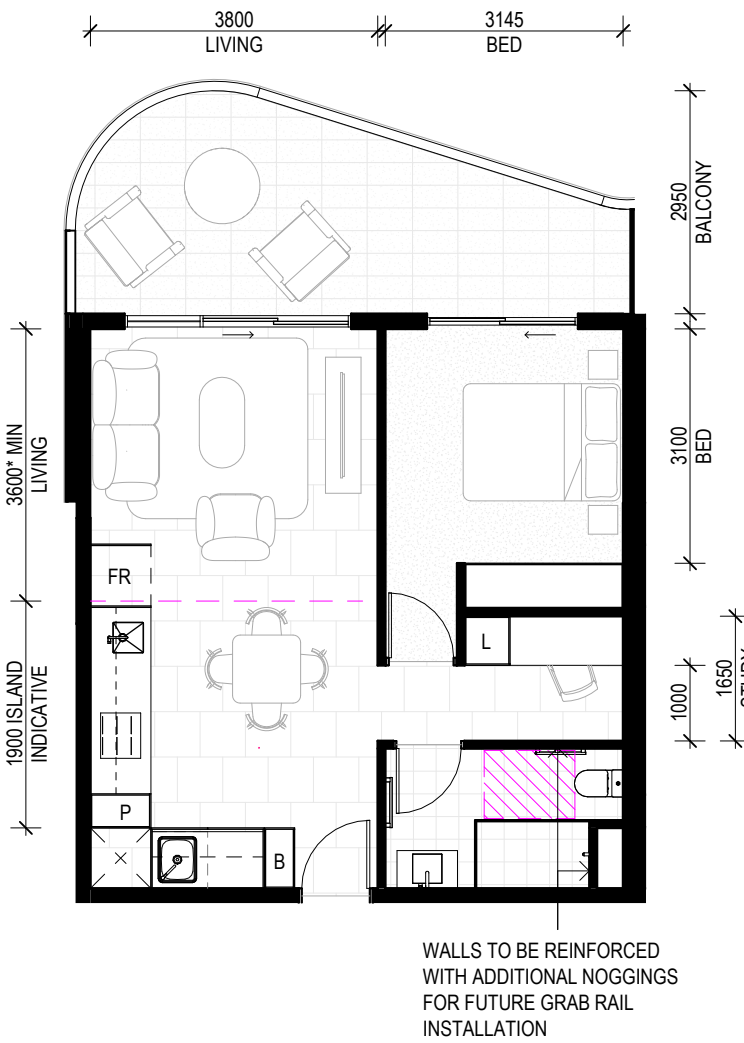


2 APARTMENT TYPE_B
Scale: 1 : 100
1 BED / 1 BATH
LEVELS 2-3
INTERNAL AREA: 53m²
BALCONY AREA: 31m²

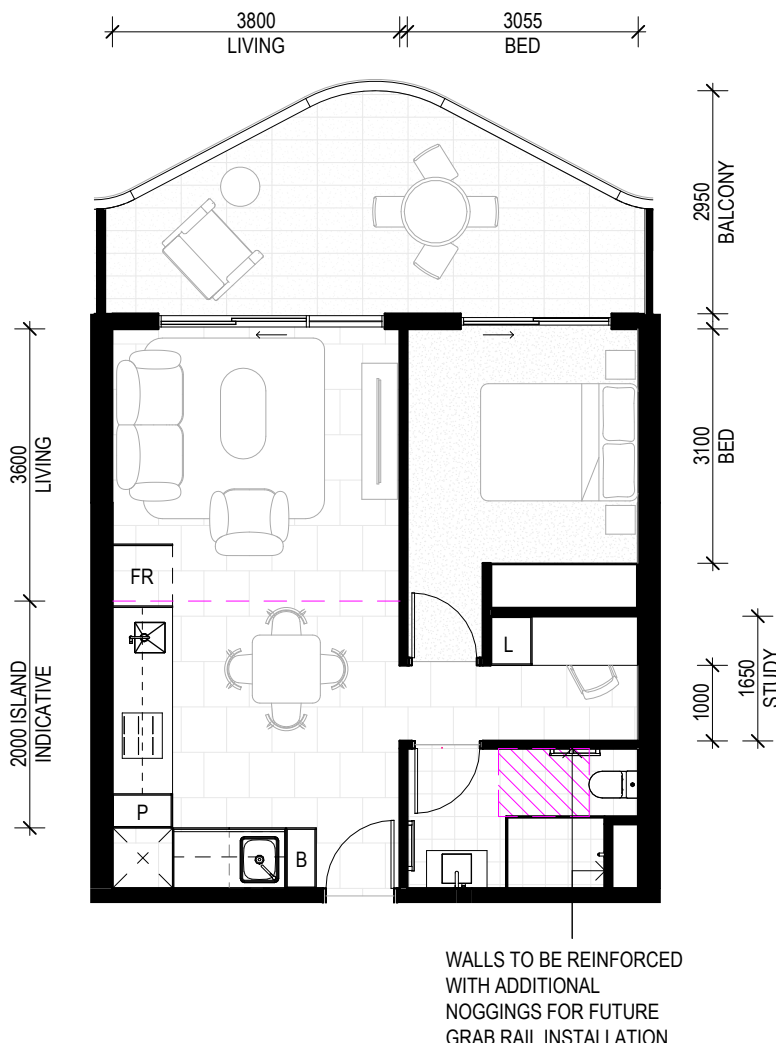
2 BED



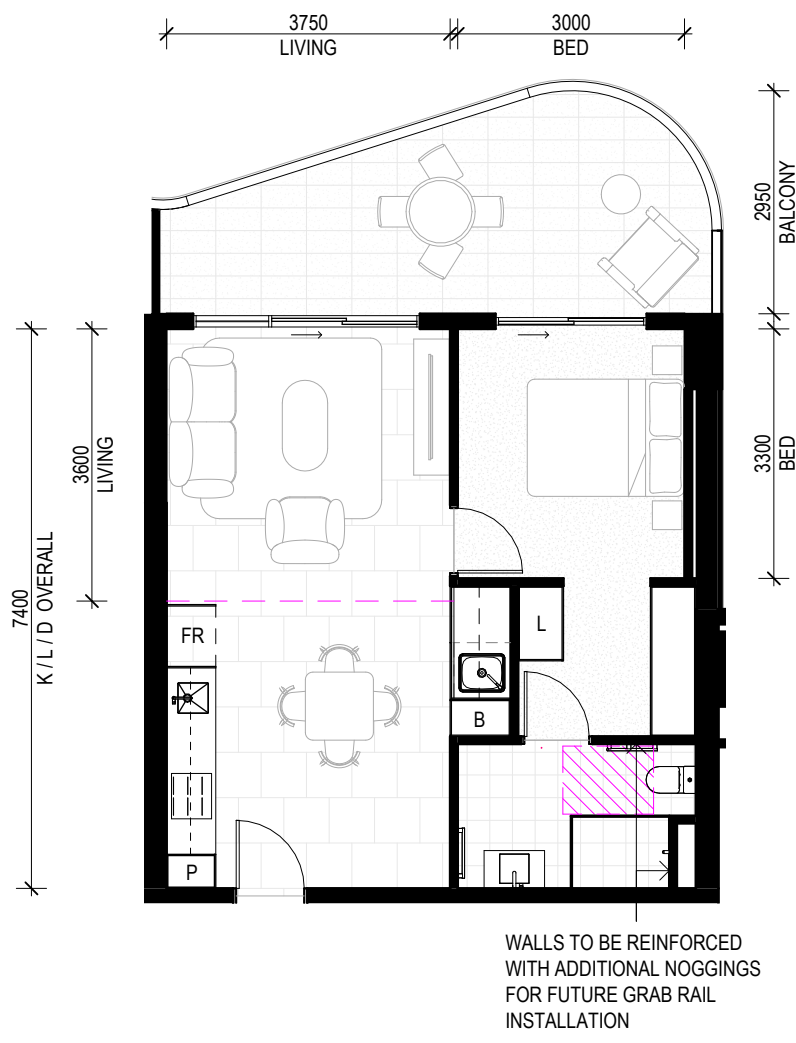
6 APARTMENT TYPE_D
Scale: 1 : 100
2 BED / 2 BATH
LEVEL 4
INTERNAL AREA: 76m²
BALCONY AREA: 30m²



3 APARTMENT TYPE_I
Scale: 1 : 100
1 BED / 1 BATH + STUDY
LEVELS 2-2S
INTERNAL AREA: 51m²
BALCONY AREA: 17m²



4 APARTMENT TYPE_J
Scale: 1 : 100
1 BED / 1 BATH + STUDY
LEVELS 2-2S
INTERNAL AREA: 51m²
BALCONY AREA: 16m²



5 APARTMENT TYPE_C
Scale: 1 : 100
1 BED / 1 BATH
LEVELS 2-3
INTERNAL AREA: 51m²
BALCONY AREA: 17m²

REV	DATE	REVISION DESCRIPTION	CKD	APP
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

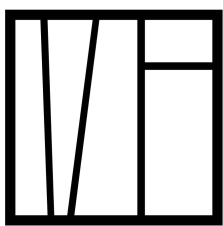
ARCHITECT
BOORLOO / PERTH
Whisper/Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

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MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
TYPICAL APARTMENT TYPES (LEVEL 02-04)

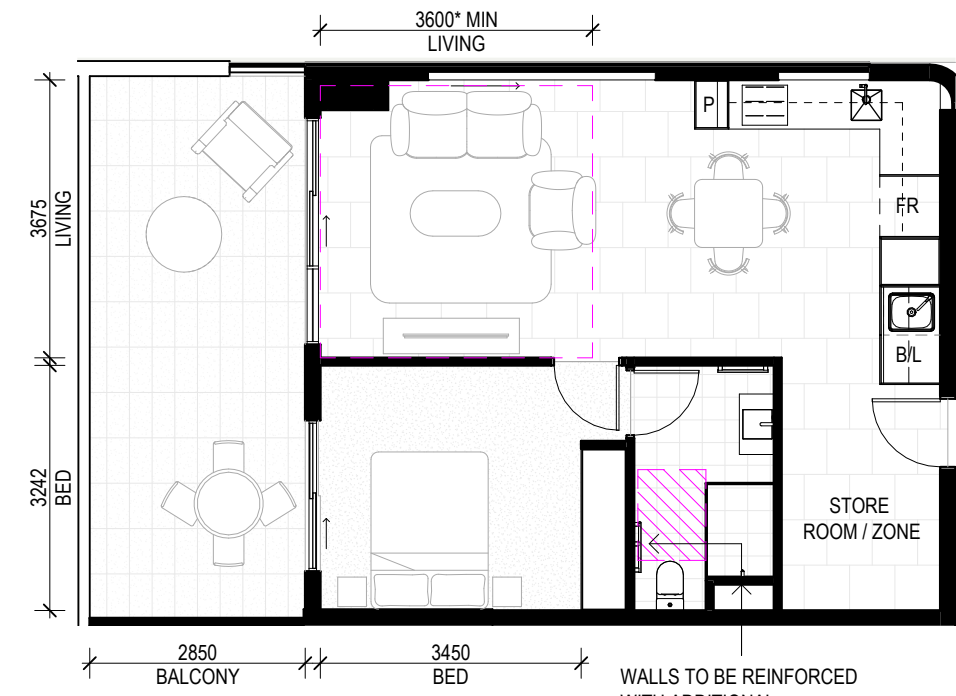
DEVELOPMENT APPLICATION

NORTH POINT
SCALE
1:100 @ A1 Size
0 1 2 3 4 5m

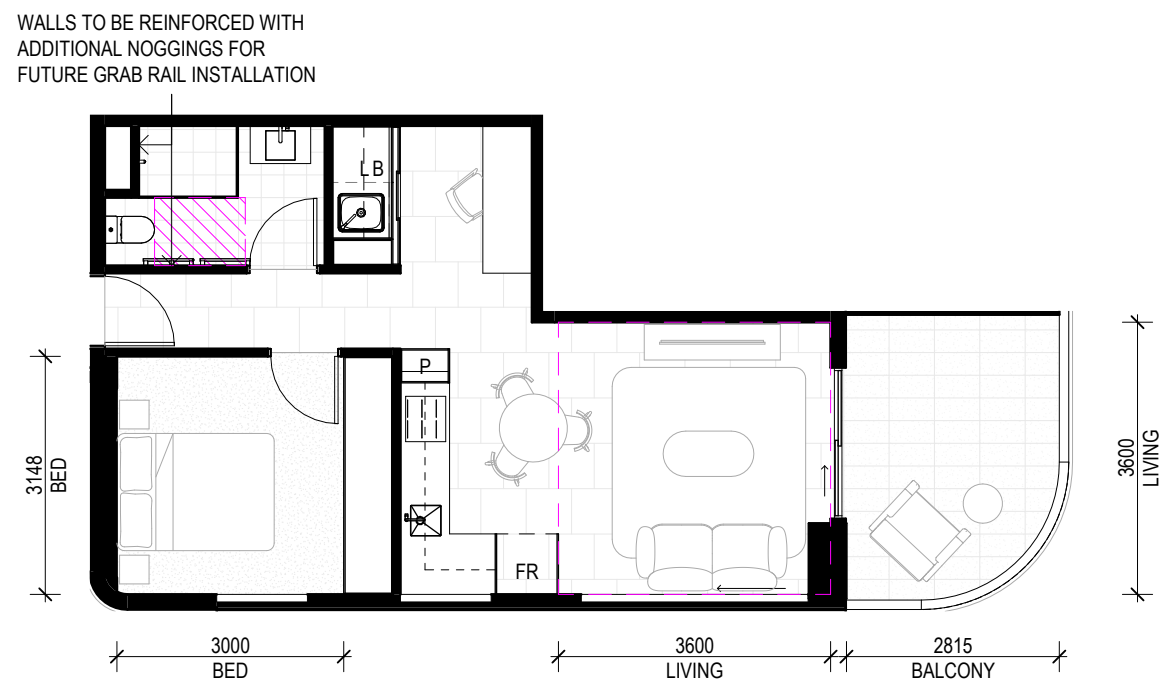
PROJECT NUMBER
80368
DRAWING NUMBER
DA501
STAGE
DA
REVISION
B

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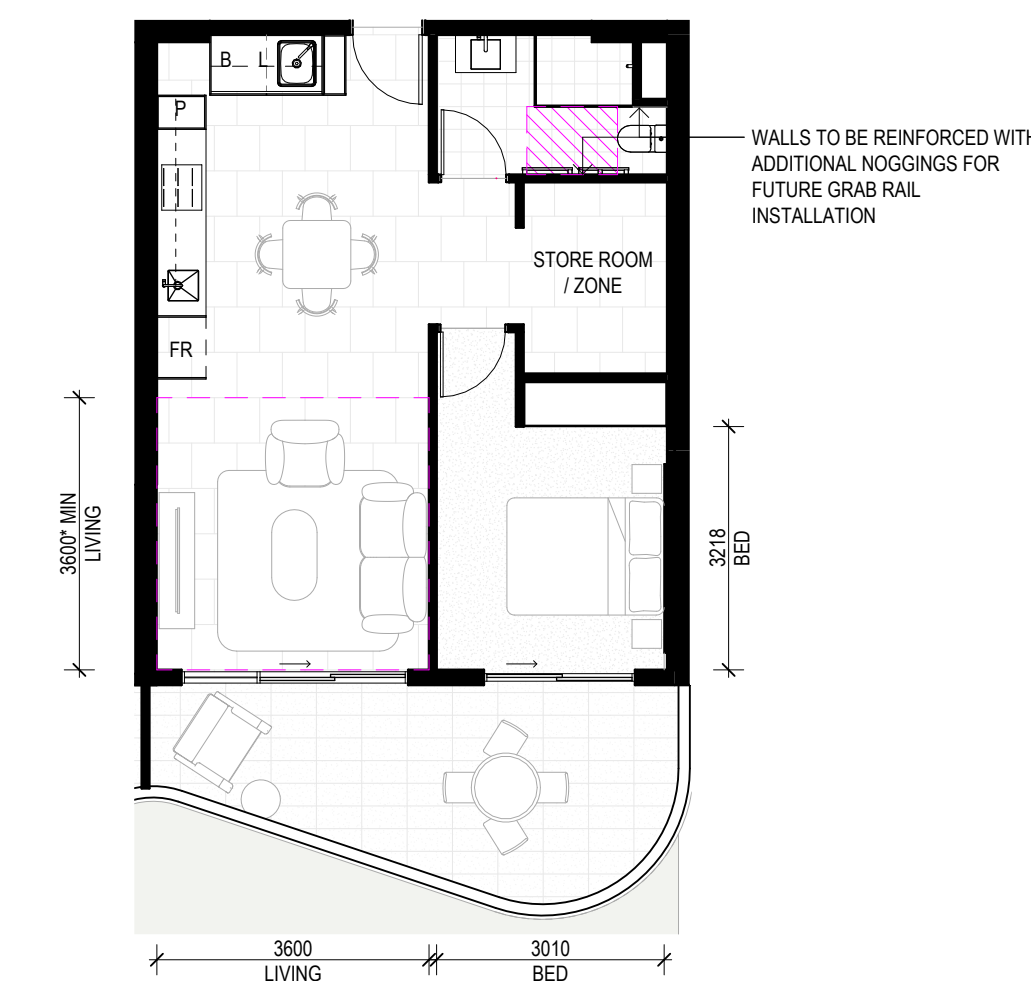
1 BED



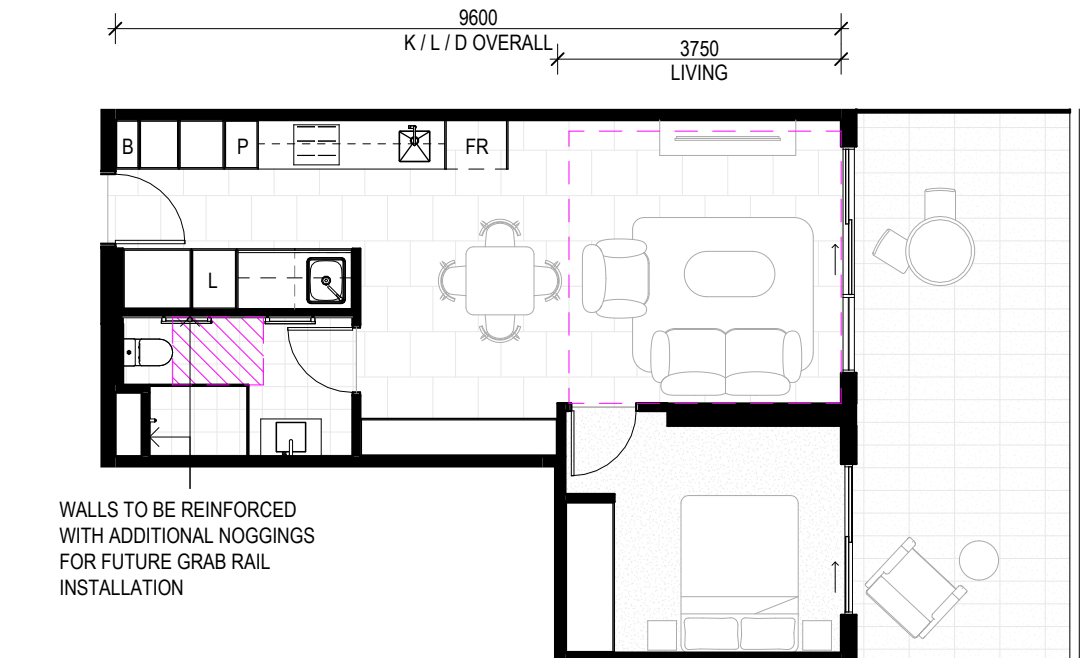
1 APARTMENT TYPE_E
Scale: 1 : 100
1 BED / 1 BATH
LEVEL 4 - 25
INTERNAL AREA: 57m²
BALCONY AREA: 20m²



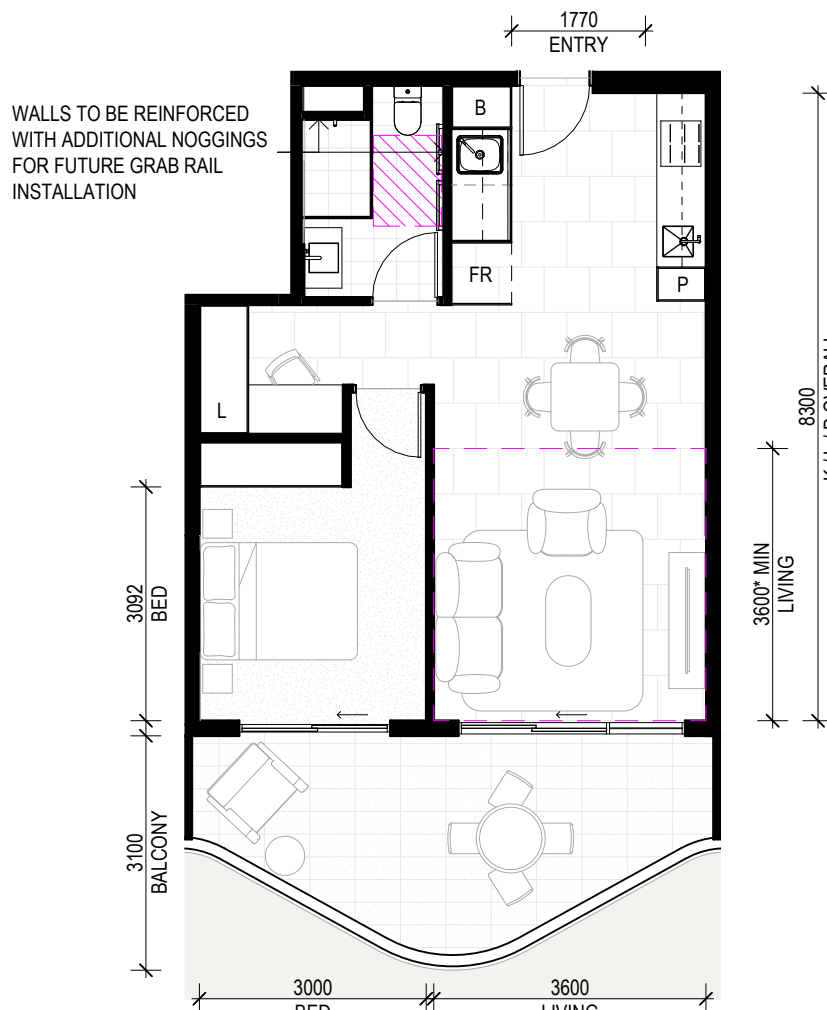
6 APARTMENT TYPE_L
Scale: 1 : 100
1 BED / 1 BATH
LEVEL 5 - 25
INTERNAL AREA: 49m²
BALCONY AREA: 10m²



5 APARTMENT TYPE_K
Scale: 1 : 100
1 BED / 1 BATH
LEVEL 5 - 25
INTERNAL AREA: 56m²
BALCONY AREA: 16m²

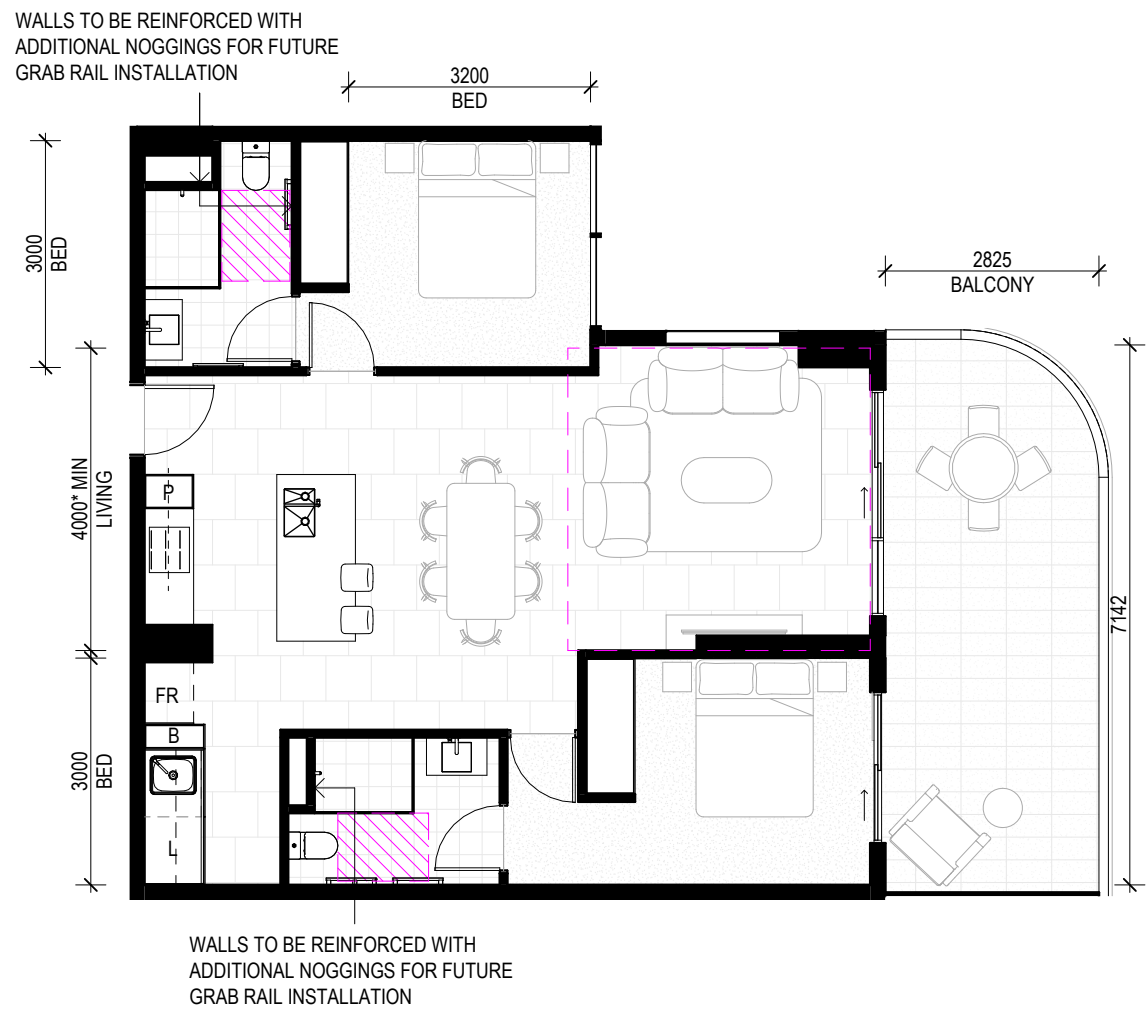


2 APARTMENT TYPE_F
Scale: 1 : 100
1 BED / 1 BATH
LEVEL 5 - 25
INTERNAL AREA: 51m²
BALCONY AREA: 21m²

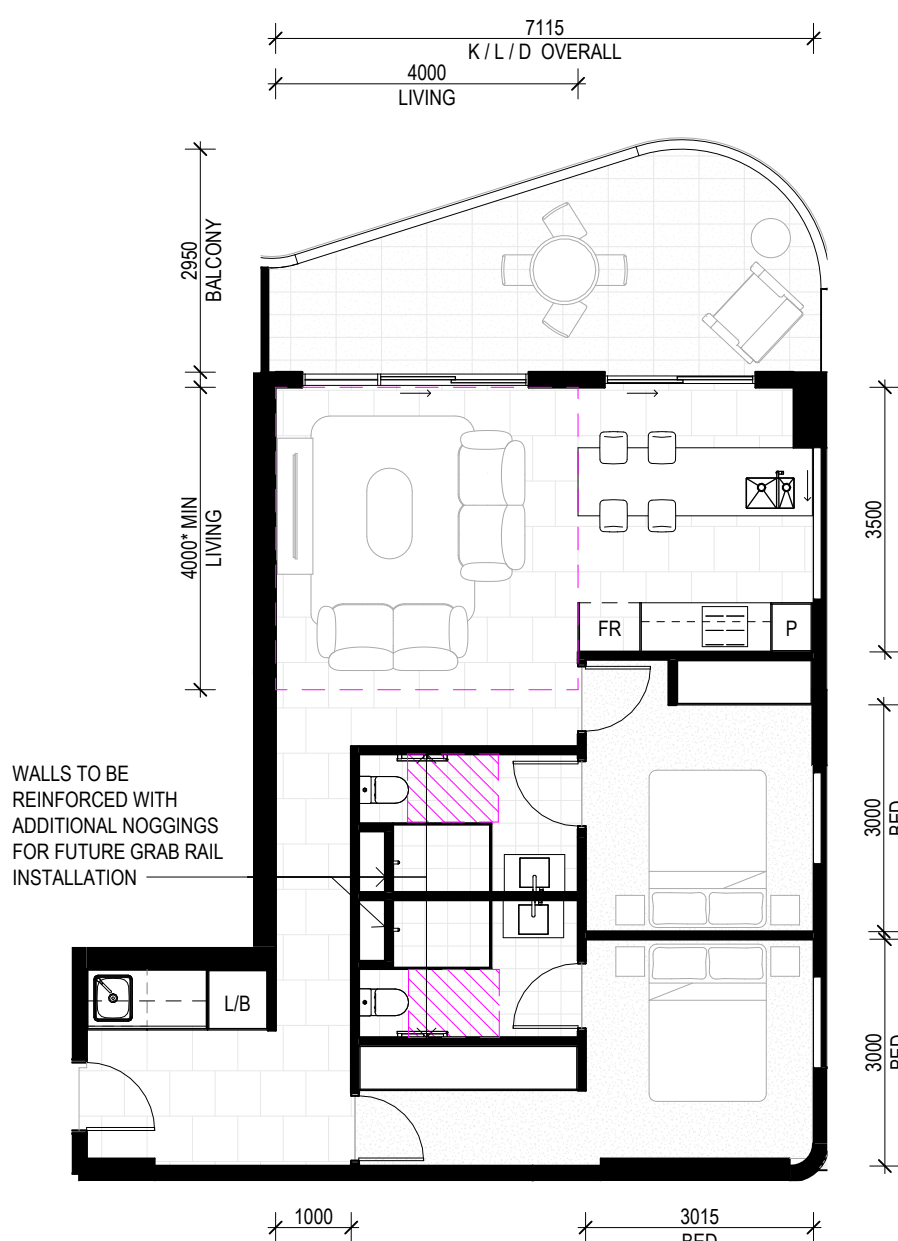


4 APARTMENT TYPE_H
Scale: 1 : 100
1 BED / 1 BATH
LEVEL 5 - 25
INTERNAL AREA: 51m²
BALCONY AREA: 15m²

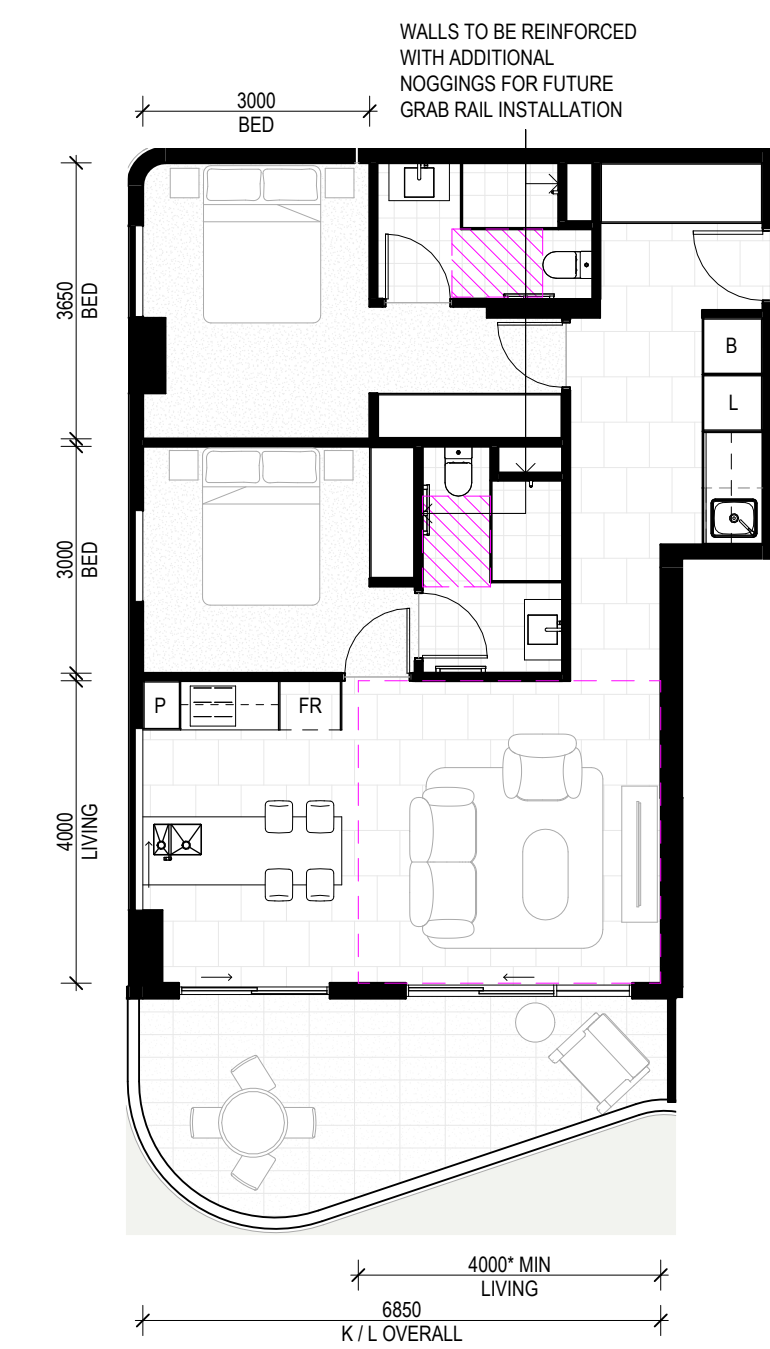
2 BED



3 APARTMENT TYPE_G
Scale: 1 : 100
2 BED / 2 BATH
LEVEL 5 - 25
INTERNAL AREA: 83m²
BALCONY AREA: 20m²

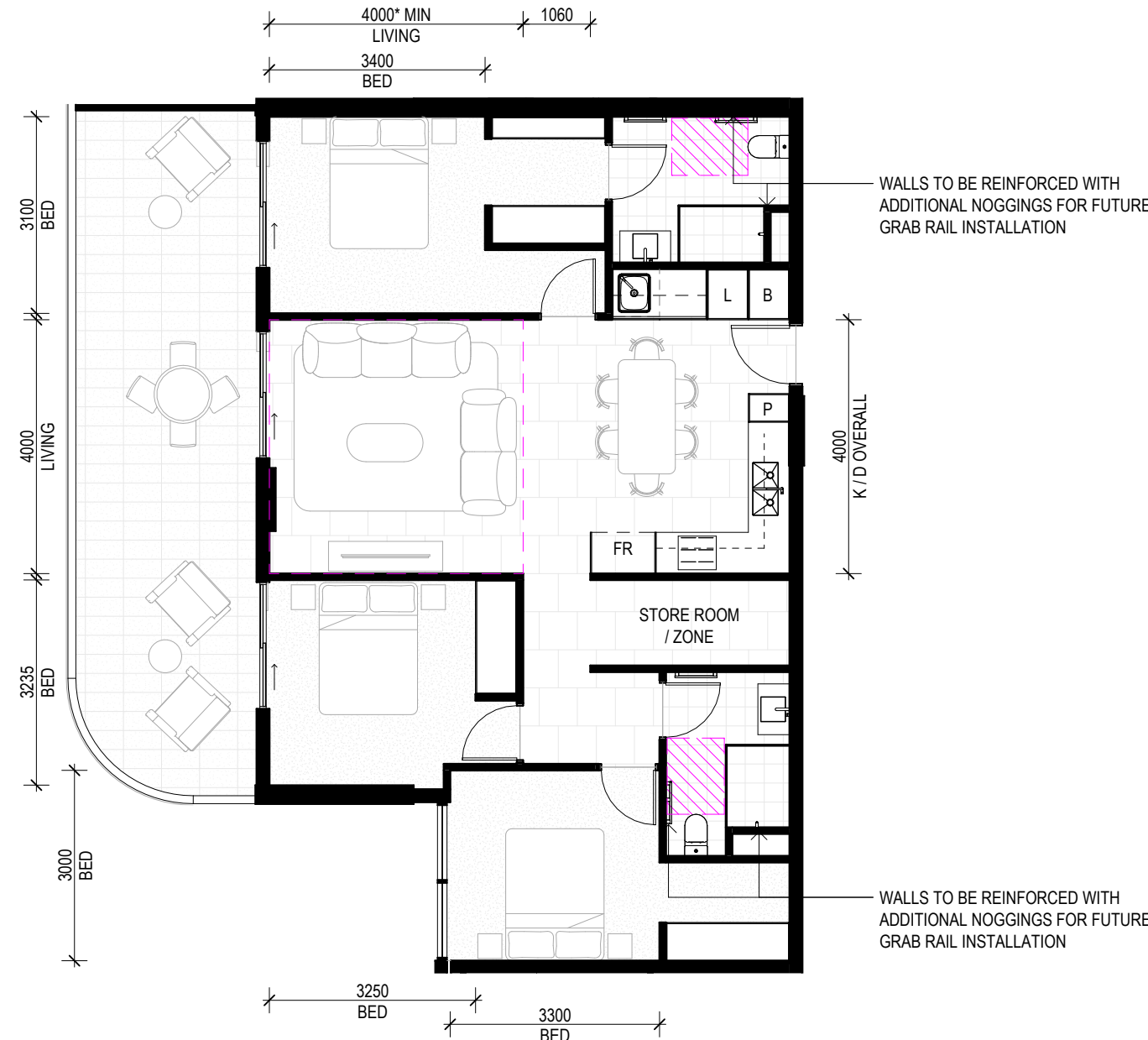


7 APARTMENT TYPE_M
Scale: 1 : 100
2 BED / 2 BATH
LEVEL 5 - 25
INTERNAL AREA: 76m²
BALCONY AREA: 17m²



8 APARTMENT TYPE_N
Scale: 1 : 100
2 BED / 2 BATH
LEVEL 5 - 25
INTERNAL AREA: 80m²
BALCONY AREA: 16m²

3 BED



9 APARTMENT TYPE_O
Scale: 1 : 100
3 BED / 2 BATH
LEVEL 5 - 25
INTERNAL AREA: 99m²
BALCONY AREA: 30m²

DEVELOPMENT APPLICATION

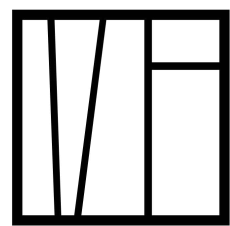
REV	DATE	REVISION DESCRIPTION	CKD	APP
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
B	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Beaulieu Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
TYPICAL APARTMENT TYPES (LEVEL 05-25)

NORTH POINT

SCALE
1:100 @ A1 Size



PROJECT NUMBER
80368
DRAWING NUMBER
DA502

STAGE
DA
REVISION
B

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ADMINISTRATION CENTRE
25 Cedric St, Stirling WA 6021
TELEPHONE (08) 9205 8555
FACSIMILE (08) 9345 8822
www.stirling.wa.gov.au

Enquiries: Karina Bowater 9205 8555
development@stirling.wa.gov.au

Application No: DA26/0149

19 March 2026

Department of Planning, Lands and Heritage
140 William Street
Perth WA 6000
Via Email: sdaureferrals@dplh.wa.gov.au

Attention: Katina Marchbank

Dear Katina

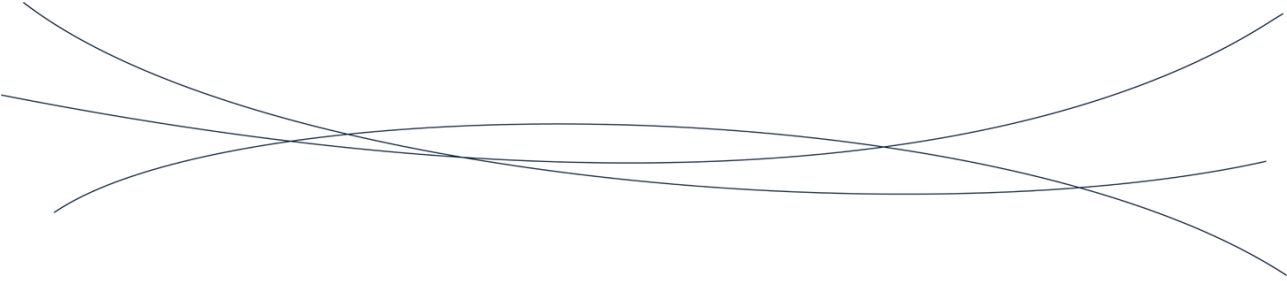
**SIGNIFICANT DEVELOPMENT APPLICATION (SD-030-24) – MIXED USE DEVELOPMENT – 246
MULTIPLE DWELLINGS, ONE SHOP AND ONE OFFICE
ADDRESS: LOT 572, HOUSE NUMBER 200, WEST COAST HIGHWAY, SCARBOROUGH**

The City refers to the application proposing a Mixed Use Development – 246 Multiple Dwellings, one Shop and one Office on the abovementioned site, referred to the City by the State Development Assessment Unit (SDAU), as part of the Department of Planning, Lands and Heritage (DPLH) for comment on 20 January 2026. The City of Stirling's response to the referral of this application is contained below. Please ensure that the entire referral response in full is provided for consideration by the decision-maker, so that they can make a fully informed decision to assist with fulfilling their obligations under Section 171P(2)&(3) of the *Planning and Development Act 2005*.

Summary of Recommendation

The City **does not support the proposed development** for reasons relating to adverse impacts associated with the proposed building height, car parking shortfall, commercial delivery and servicing, waste collection, and engineering matters. Amended plans and additional technical information is required to address these outstanding matters, particularly those that relate to the fundamental operation of the development, as it is considered these matters cannot be addressed by conditions of approval and should be resolved prior to final determination of the proposal. The City is committed to working collaboratively with the SDAU and the Applicant to address the outstanding matters.

Please note that should a full set of amended plans and amended supporting information be submitted, the City requires a minimum of four weeks to review this information and provide an



amended referral response. Should the DPLH of mind to support the proposed development, the City requests the recommended condition setting is provided for comment with sufficient time for the City to review.

Please be advised that the below list is not comprehensive of all areas of discretion sought, as the City is not the assessing authority.

Comments on the key planning matters are provided below.

Planning Comments

Building Height

The proposed development has been assessed against Clause 4.1 Height of the Scarborough Special Control Area Design Guidelines (Scarborough DG), with a maximum building height of 12 storeys (up to 43m) permitted where 26 storeys (90m) is proposed, and a maximum podium height of 3 storeys (11.5m) permitted where 4 storeys (13.9m) is proposed.

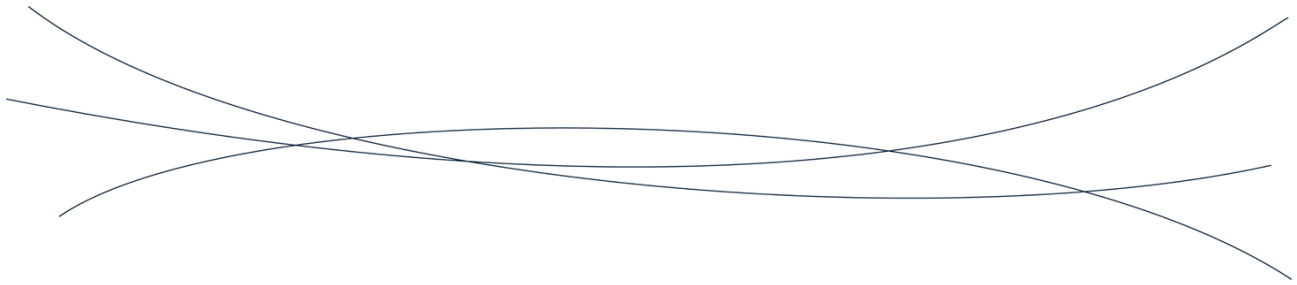
Section 4.1 - Requirements for Additional Storeys of the Scarborough DG is as follows:

- *In order to be able to develop over the prescribed 'base height' up to a maximum of the 'additional storeys' permitted for a site, design excellence and one or more of the following must be achieved:*
 - *Achieving Tier 1 or Tier 2 requirements on the Development WA Development Policy on Green Buildings;*
 - *Delivery of a minimum 3 star hotel with at least 50 rooms;*
 - *Provision of a publicly accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity.*
 - *For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area.*
 - *Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing.*
 - *The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.*
 - *Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site specific controls applicable to the site.*

The maximum height permitted for the subject site with the inclusion of the 'additional storeys' is 18 storeys (64m).

Whether the development achieves Design Excellence is to be determined by State Design Review Panel (SDRP), noting that Design Excellence would generally be met by achieving the 10 Design Principles contained within State Planning Policy 7.0.

The Applicant has advised that the development will meet both the Five Star Green Star requirements, as well as the 15% Affordable Housing dwellings provision.



As such, if the SDRP considers the development to achieve Design Excellence, the permitted building height will be increased to 18 storeys. However, in the absence of this approval, the City has assessed the development against the relevant areas of design intent.

As the development does not achieve the permitted building height in storeys or metres (26 storeys/ 90m proposed in lieu of 12 storeys/ 43m permitted), or the permitted podium height (4 storeys/ 11.5m in lieu of 3 storeys/ 13.9m permitted), consideration is required against the Design Intent of Clause 4.1 – Height of the Scarborough DG, which is as follows:

- *Buildings will have regard to the scale of the street or place and that of their neighbours and create a clear connection and interface between the public and private realm.*
- *Additional height above the 'base height' as identified in the Height Plan and precinct specific chapters may be permitted as an incentive to achieve additional community benefits, over and above the standard requirements of the Design Guidelines, Development Policies and other statutory requirements.*

A review against the key aspects of the Scarborough DG Design Intent is provided below:

Scale of the street or place

The City has undertaken a streetscape analysis to determine if the proposed building heights are consistent with the scale of the established and future built form context. This analysis as shown in Figure 1 below, demonstrates that the existing context of the locality is primarily low density, two to three-storey residential developments. The site is adjacent to the Rendezvous hotel, which at 16 storeys in height and less than the 'bonus height' maximum height of 18 storeys as permitted under the Scarborough DG. Sites directly adjoining are permitted to have a height ranging from 12 to 18 storeys, inclusive of the height bonus which would establish the expected future context.

The only adjacent property subject to a development approval under the Scarborough DG is 194 West Coast Highway, which received DevelopmentWA approval for a 24 storey Mixed Use development. The development is yet to be constructed, and the development approval has since expired; however, the City is of the understanding that an extension of time will be sought. In comparison, the proposed development is two storeys taller than the adjacent proposed development at 194 West Coast Highway and has a larger profile to West Coast Highway, with a 32m wide tower build plate frontage. The adjoining property has a 24m wide build plate (not including balconies on either building). As the proposed development at 200 West Coast Highway is wider and taller, it will likely have a greater impact on West Coast Highway and appear incongruous with both the existing and the intended built form outcome in the locality.

The development also proposes a podium that is one level higher than permitted, being four storeys in lieu of the permitted three storeys. This has a cumulative detrimental impact on the streetscapes as the additional podium storey proposes a nil setback to the northern and southern boundaries, and 3m setback to the eastern boundary, which will create additional bulk. Specifically, the podium portion in isolation will be taller than the existing developments to the east and western properties in their entirety.

The proposed height is contrary to the strategic vision of the Scarborough Master Plan which indicates height within the Beach Road Inner Core sub precinct is limited to a base height of 12 storeys, ensuring an appropriate level of bulk and scale. The Master Plan resulted from significant

community engagement and therefore building height at this scale would be contrary to the vision and the community's expectation for the locality.

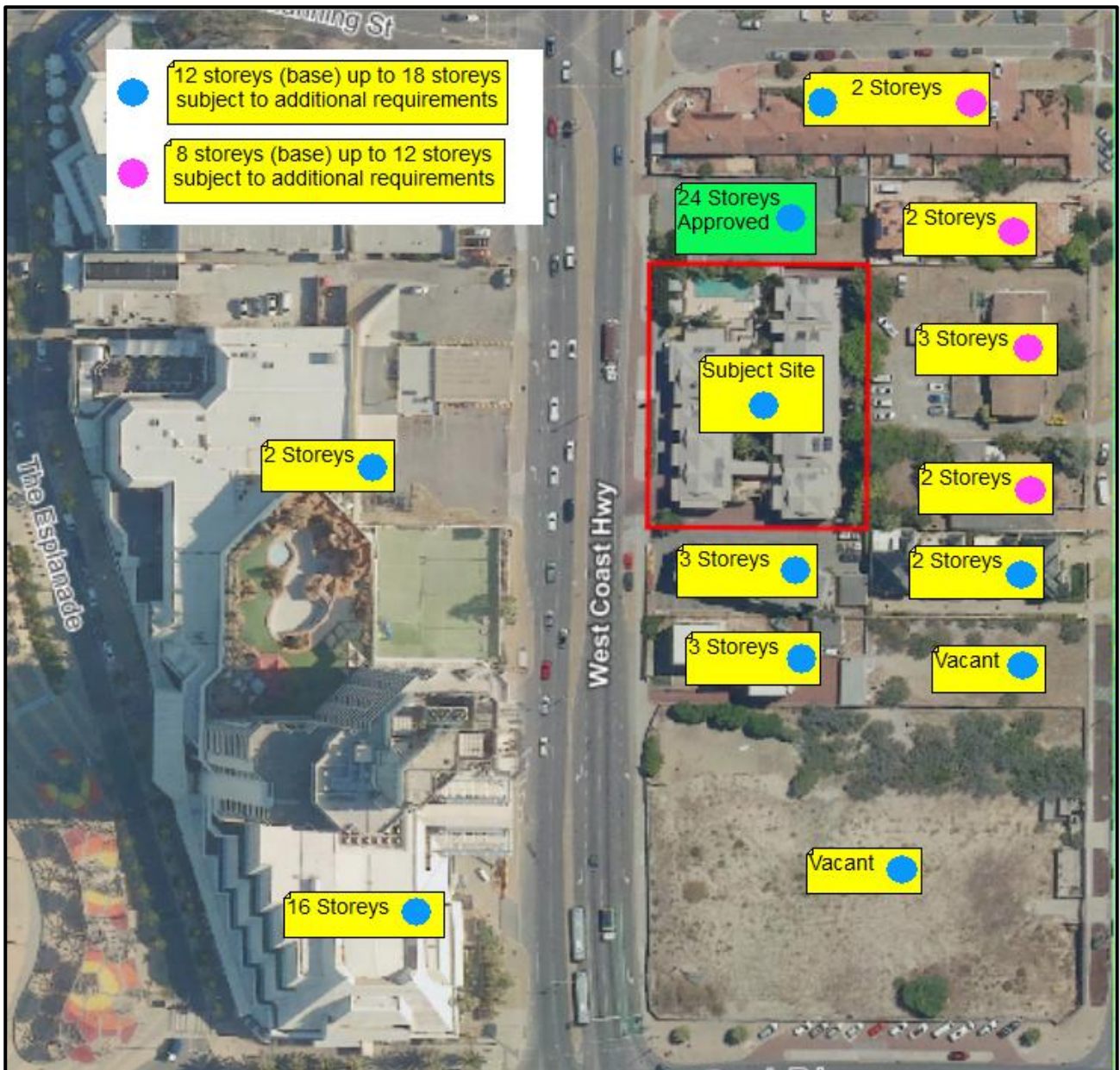
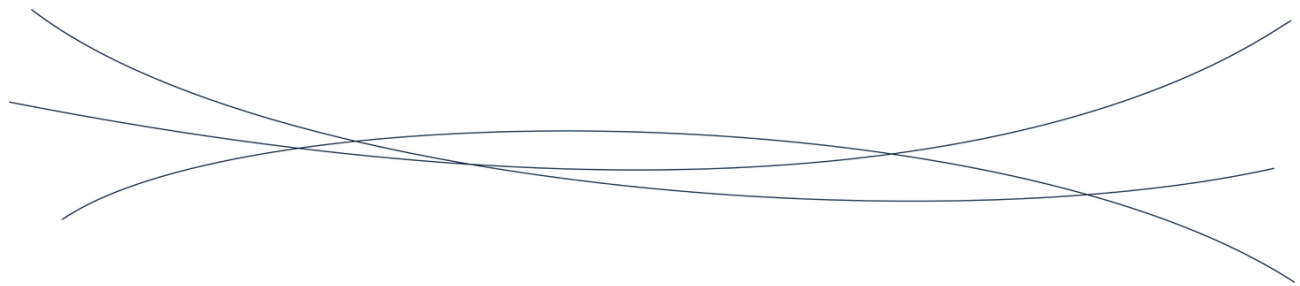


Figure 1: City's markup of aerial photography demonstrating constructed and approved building heights of developments adjacent to the subject site.

Scale of neighbouring properties

The additional height, being 14 storeys over the permitted height (or eight storeys over the permitted height if the additional building height criteria is satisfied), is representative of over double the permitted height, which will be highly visible from the streetscape and from adjacent properties. The additional height is inconsistent with the built form outcomes envisaged by the Scarborough DG, as the DG has staggered heights which increase towards the coast. As demonstrated by Figure 2 below, the additional building height, which is not set in or transitioned away from the streetscape



interface in any way will have a detrimental visual impact on the street as the additional height will make the monolithic building appear bulky. This will result in the development having an overwhelming presence on the streetscape, detrimentally impacting the emerging streetscape and surrounding properties. The proposal also excludes any transition away from surrounding properties to the rear, which have a maximum permitted height of 12m (subject to the additional height criteria being achieved). This presents a dominant building form that is not adequately or effectively mitigated.

As previously noted, the proposed development includes a four storey podium in lieu of a permitted three storey podium under the Scarborough DG. The adjacent proposed development at 194 West Coast Highway has a three storey podium, and given podiums have a permitted setback of nil to all lot boundaries, the additional podium level will create an inconsistent street frontage as the proposal's additional storey will appear incohesive next to the approved development. It is also noted that other adjoining properties are underdeveloped, and that the additional storey does create a significant impact in terms of these properties, with the blank walls creating a detrimental impact in terms of overshadowing and amenity.

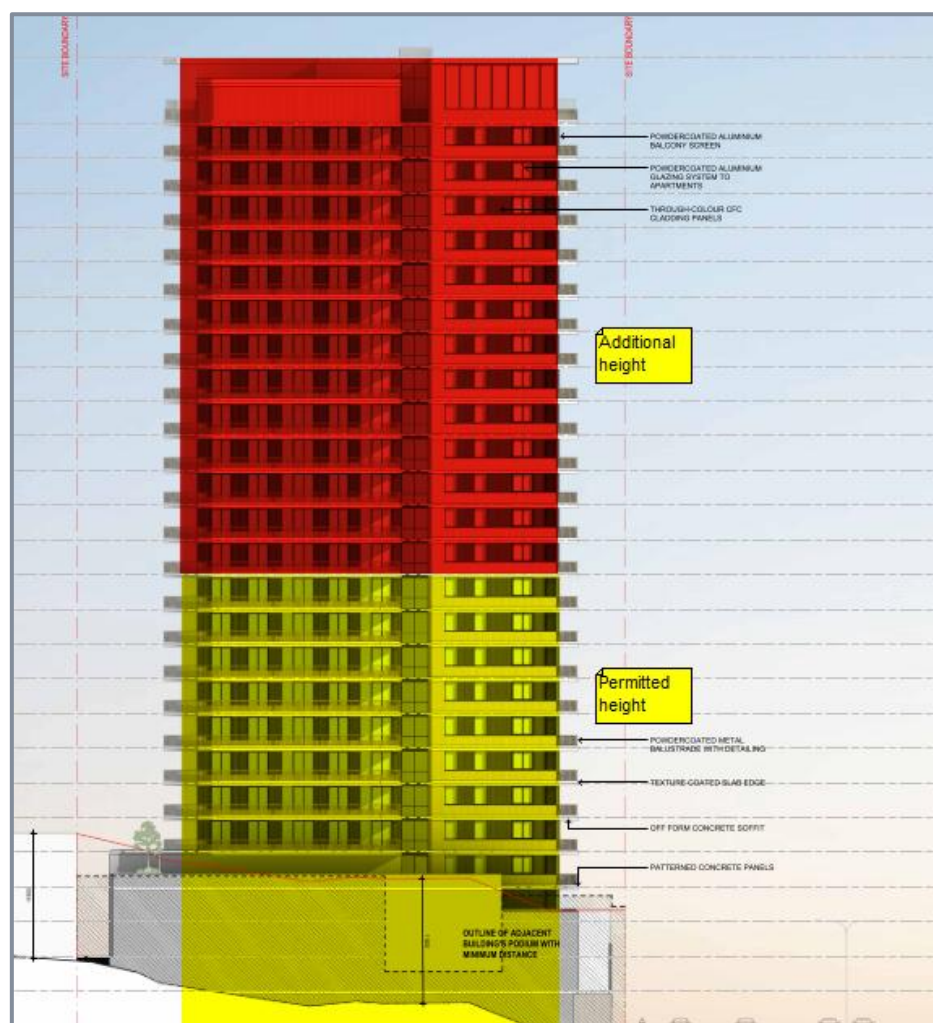
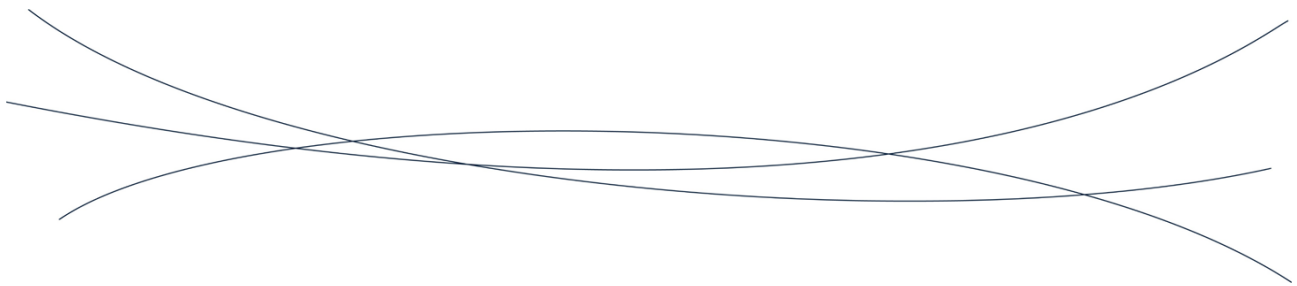


Figure 2: City's markup of the elevations demonstrating the additional building height proportionally.



Clear connection and interface between the public and private realm

The podium level, which is setback nil to the street boundary, contains a Shop, an Office, and a pocket park, all of which are directly accessible from the West Coast Highway street frontage. The pocket park contains sitting areas which are incorporated into the hardscaping of this area. As the pocket park is located next to the front entrance of the residential use, and is set into the frontage, it presents as private space, even though this pocket park is adjacent to, and accessible from, the West Coast Highway frontage. This makes it unlikely that the public will engage with this pocket park. However, the two commercial uses do directly access West Coast Highway and are likely to feel part of a cohesive and active streetscape as a result. As such, the development does provide some form of activation and engagement with the streetscape, whilst the pedestrian entrance is clearly defined, although the pocket park does not directly interface with the commercial uses.

The City notes that a previous iteration of the proposed development was refused by Development WA and notes that the proposal has a high degree of consistency with the refused plans in many aspects, including the position and design of the pocket park.

In their report on the previous iteration of the plans, DevelopmentWA noted the following about the similar park:

“while the pocket park provides greening of the streetscape, the West Coast Highway adjacent location of the public pocket park minimises the potential for it to be a safe, legible, attractive and high amenity space of benefit to the community; the pocket park is also predominantly shaded from the north by the development and bound by privatised spaces on three sides, which further diminishes its public appeal;”

The proposal has not, in the view of the City, modified this aspect significantly enough to change the sense of disconnect between the public and private realm.

Additional height above the ‘base height’

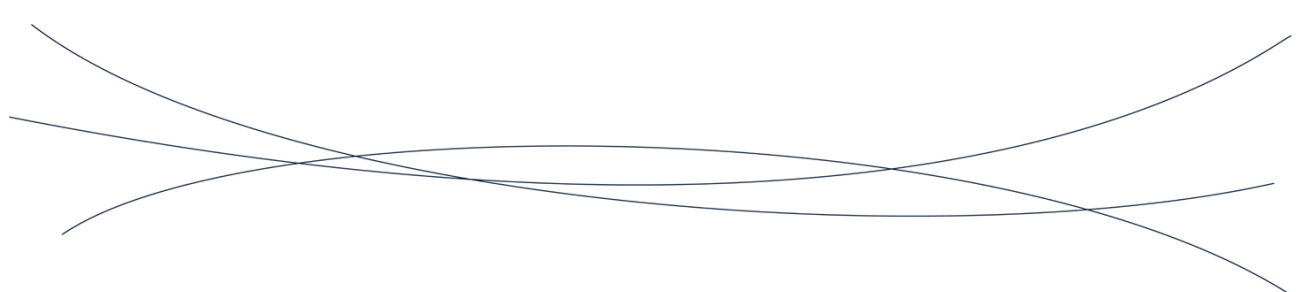
The Scarborough Design Guidelines provides the requirements for a development to qualify for the additional storeys above the base height. Specifically, Design Excellence and one or more additional criteria must be met. It is noted that the proposed building height of 26 storeys exceeds the maximum and maximum bonus height provisions. In addition, the podium exceeds the permitted podium height, and there are no provisions for bonus podium height within the Scarborough DG. For the reasons mentioned above, the design does not incorporate design elements above the standard requirements, nor suitably address the design intent, to warrant additional height at a rate of double what is permitted.

As such, the proposed building height will result in a negative impact on the amenity of the area, does not meet the Element Objectives and therefore, should not be supported.

Parking

The proposed development has been assessed against Clause 5.2 Car Parking of the Scarborough DG.

The table below provides a summary of the City’s car parking assessment:



Car Parking Assessment			
Use	Provision	Variable (m ² , no. of dwellings)	Bays Required
Commercial	1 space is required per 100m ² of Net Lettable Area (NLA)	114.3m ² NLA	1.1 (1) bay*
Residential	Minimum: 0.75 bays per dwelling Maximum: Average 1.5 bays per dwelling across the development	246 dwellings	184.5 (185 bays)* minimum 369 bay average
Residential – Visitor	0.25 bays per dwelling	246 dwellings	61.5 (62) bays*
Total Non-Residential Required			1 bay
Total Residential Required			185 residential bays 62 residential visitor bays
Total Car Parking Required			248 bays
Total Car Bays Provided On-Site			222 bays
Total Shortfall/Surplus			26 bay shortfall
*Rounded to the nearest whole number			

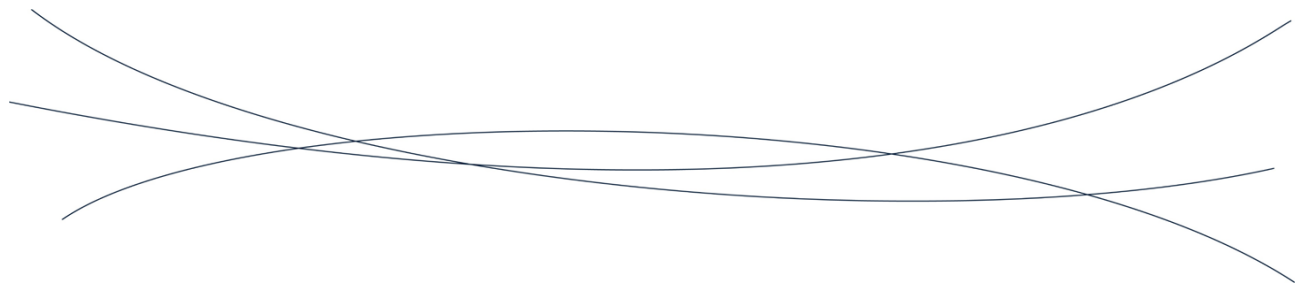
The Applicant's proposed allocation of bays on-site for each component of the development is provided in the table below.

Applicant's Proposed Allocation of Car Bays On-site			
Use	Bays Required	Applicant's Proposed Allocation	Shortfall / Surplus
Commercial	1 bay	2 bays	1 bay surplus
Residential	185 bays	187 bays (including 5 electric shared car bays)	2 bay surplus
Residential - Visitor	62 bays	33 bays	29 bay shortfall

The City does not support the shortfall in car parking for the proposed development. While there are sufficient bays provided on-site to accommodate the minimum parking provisions for the residents and commercial land uses, a 29 bay shortfall is proposed for the residential visitors, equating to 53% of the required bays having been provided.

The significant lack of residential visitor parking within the development would increase the car parking demand generated from residential visitors within the public realm. Scarborough being a District Activity Centre, currently has a high demand for car parking in the public realm to support the various uses in the locality. The issues associated with the already in-demand car parking would only be exacerbated if required to accommodate residential visitors from this development.

The proposed shortfall, which represents 47% of the required residential visitors with insufficient information provided to suggest significant rates of likely mode-shift for residential visitors or any evidence to support parking availability in the area. There is limited on-street car parking in the



vicinity of the site, and no parking directly adjacent to the site, given West Coast Highway is a Primary Regional Road where stopping is not permitted. The closest public parking area is the Scarborough Beach Road car park, which is over 200m away from the subject site via pedestrian footpaths. Given the existing on-street parking is limited and is shared by other existing uses within the locality, it is not appropriate for the development to rely on-street parking to supplement residential visitors.

The residential visitor car parking shortfall will likely add to the existing parking problem in the locality resulting in parking spilling out onto the adjacent streets with unmanaged car parking leading to traffic and potential safety issues in the locality. As there is no surplus of residential car parking provided, which could be used to accommodate this parking demand, either informally or through reallocation of the car parking bays.

Although there is a visitor parking bay booking system proposed, it is the City's view that a portion of the visitor parking bays should be available without requiring bookings, so as not to fetter ready access to available bays. It has also not been demonstrated through a management practice or otherwise how visitor parking would be managed when all the available bays are taken, to ensure that there are no adverse impacts to the locality.

As such the City is of the view that the proposed car parking arrangement and associated car parking shortfall should not be supported.

Previous DevelopmentWA Application

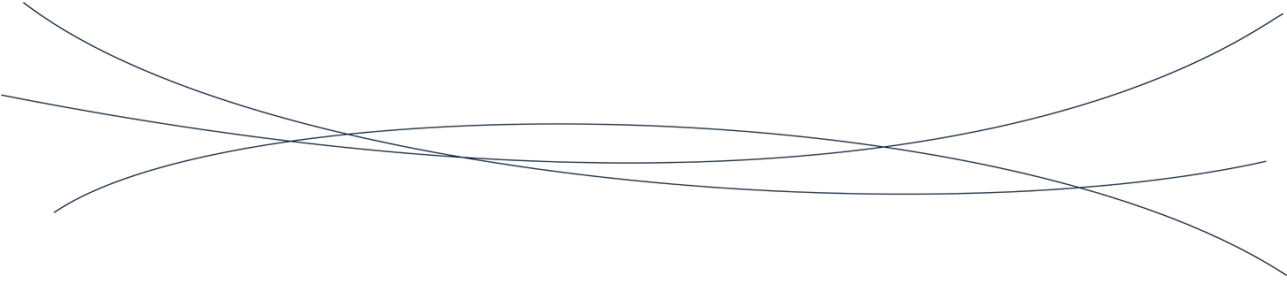
The DevelopmentWA Board (the Board) considered the proposal for a 27 Storey Mixed-Use Development at Lot 572 (No.200) West Coast Highway, Scarborough at its meeting of 18 December 2023.

Following consideration of the recommendation by the Scarborough Land Redevelopment Committee, outcomes of public advertising, the Design Review Panel advice and the Planning Assessment Report, the Board resolved to refuse the application.

The City has attached the Board Report and Reasons for Refusal to this Referral Response.

The reasons for refusal are as follows:

1. The proposed development is inconsistent with the Metropolitan Redevelopment Authority (MRA) Redevelopment Area Objectives as outlined in Section 66 (1) of the Metropolitan Redevelopment Authority Act 2011, Regulation 14 of the Metropolitan Redevelopment Authority Regulations 2011 and the Vision and Scheme Objectives of the Scarborough Redevelopment Scheme in that it fails to build a sense of place, create economic wellbeing, promote urban efficiency or social inclusion or enhance connectivity or environmental integrity within the Scarborough Redevelopment Area. (Refer to Advice Note a)
2. The proposed development is inconsistent with Clause 5.17 of the Scarborough Redevelopment Scheme 'Key Matters for Consideration in Determination' in that the increased development yield would be contrary to orderly and proper planning as the proposal represents an overdevelopment of the site not contemplated within the planning framework. (Refer to Advice Note b)



3. The proposed development is inconsistent with Sections 4.1 'Height', 4.2 'Podium' and 4.3 'Towers' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines (the Design Guidelines), in that:

- i. it exceeds the permitted base height of 12 storeys up to 43 metres and bonus height of up to 18 storeys (64 metres);
- ii. the podium height exceeds the permitted height of 3 storeys up to 11.5 metres;
- iii. the proposed towers exceed the maximum floorplate dimensions of 30 x 35 metres; and
- iv. the site cover exceeds the permitted maximum of 80%.

which collectively result in a building of excessive bulk and scale that is inconsistent with the Design Intent of the Design Guidelines and the established and intended built form and character of the area. (Refer to Advice Note c)

4. The proposed development is inconsistent with Section 2.2 'Design Excellence' of the Scarborough Design Guidelines, as it has not demonstrated good design across all aspects of the development or demonstrated achievement of design excellence. (Refer to Advice Note d)
5. The proposed development is inconsistent with Sections 3.1 'Streetscape', 3.2 'Active Edges' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines, as it has not demonstrated a streetscape interface outcome which responds to the existing or envisaged character of the area and contains inactive frontages including where the pocket park and above ground parking areas abut the street edge which undermines the required physical interaction between buildings and pedestrians at street level and compromises pedestrian and occupant amenity. (Refer to Advice Note e)
5. The proposed development is inconsistent with Section 4.4 'Building Layout and Orientation' of the Scarborough Design Guidelines with regard to access to natural light and ventilation as the proposal does not orientate internal spaces to maximise access to natural light and ventilation as some rooms capable of human habitation are provided without direct access to natural light or ventilation. (Refer to Advice Note f)
6. The proposed development is inconsistent with Section 5.2 'Parking' of the Scarborough Design Guidelines as the proposal does not include a sufficient number of residential visitor parking bays and has not demonstrated that the proposal will not result in unsafe and inconvenient visitor accessibility. (Refer to Advice Note g)
7. The proposed development is inconsistent with Section 5.4 'Storage' of the Scarborough Design Guidelines as the proposal does not provide all dwellings with useable, easily accessible and lockable, externally accessed storage to enhance liveability and functionality. (Refer to Advice Note h)
8. The proposed 'Build to Rent' multiple dwellings do not meet the minimum development standards for residential dwellings under the Scarborough Design Guidelines and State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments, which detracts from the future adaptability of the development and the long-term sustainability of the proposal. (Refer to Advice Note i)

With reference to the reasons for refusal listed above, the City notes that the proposal has a high degree of consistency with the refused development in many aspects, notwithstanding the statements from the Applicant in their planning report, that the development has been designed to

address the reasons for refusal. As such, the City has considered the proposed development against the previous development's reasons for refusal.

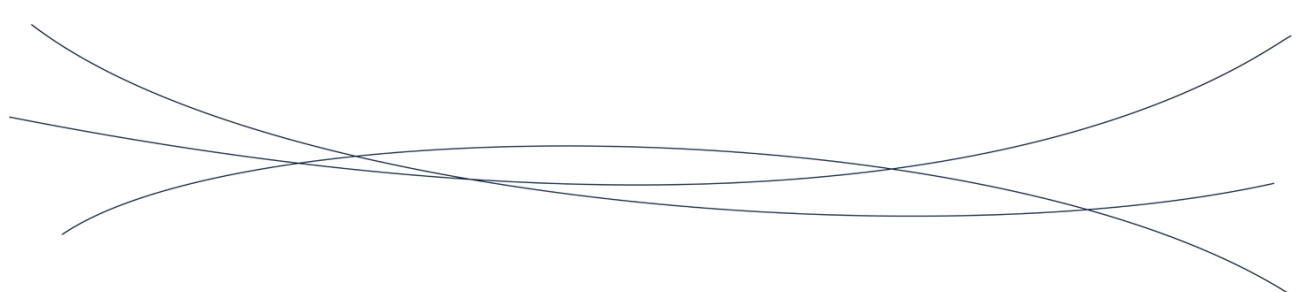
Addressing Aspects of DevelopmentWA Refusal

In reference to the reasons for refusal, reasons 1-4 have not been addressed, as the building height and built form are unchanged, with only minimal changes to the built form proposed. As such, the proposed development has not addressed the fundamental reasons for refusal as issued by DevelopmentWA, as outlined in the attached report. The City's own assessment has reached the same conclusion as DevelopmentWA on the reasons for refusal, including in terms of building height and bulk, as discussed earlier in this referral.

Reason for refusal 5 relates to 22 habitable rooms not being provided with a window or access to direct natural light. This refers specifically to 22 rooms provided on levels 11-25 which are labelled 'store' as shown in Figure 3, however as these rooms were of size similar to a habitable room, DevelopmentWA considered these were more likely to be used as habitable rooms such as a bedroom or office. These 'store' rooms have been removed from the plans in a redesign of floor layout, addressing this reason for refusal.



Figure 3: Previously refused plans 'Typical Upper Levels 11-25' with 'store' highlighted.



Reason 6 of the refusal issued by DevelopmentWA related to the visitor car parking shortfall, with 27 residential visitor car parking bays provided in lieu of the required 66 (a shortfall of 39 bays), and nil commercial parking proposed in lieu of the one bay required. The proposed development reduced the quantity of residential dwellings, and accordingly the required car residential car parking bays reduced to 62. As 33 residential visitor car parking bays have been provided, the current application proposes a shortfall of 29 bays for the residential – visitor component. Although the car parking has nominally improved, including the provision of commercial parking bays, the substantial lack of visitor bays is likely to have a significant detrimental impact on the locality due to existing parking issues in the locality. For these reasons and for the reasons referred to earlier in this referral, reason 6 of the refusal has not been addressed and the car parking shortfall is not supported by the City.

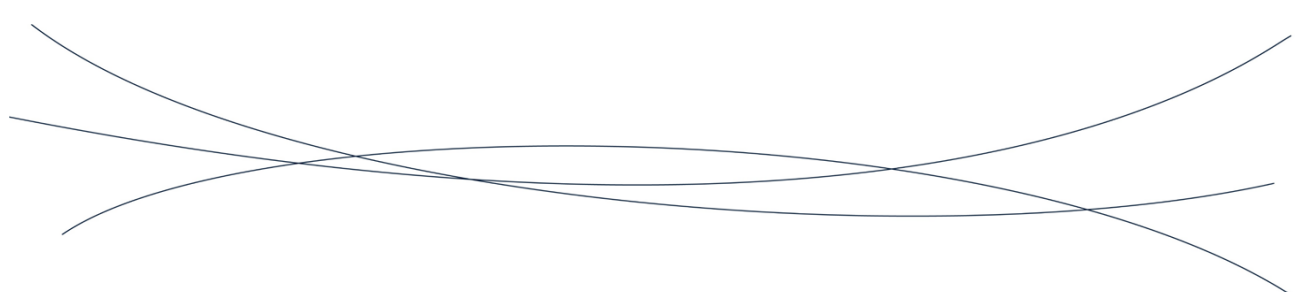
In relation to reason 7 for refusal, the previous application was refused as not all dwellings were provided with store rooms. Previously, 49 store rooms were provided. This has been increased to 95 store rooms in the current application, with 151 dwellings not provided with store rooms. This provides store rooms to only 38% of the dwellings. Considering the multiple dwellings range between 49m² to 99m² in total floor area, there is limited space for alternative storage, particularly of bulky items that could be easily accommodated within dwellings. The build-to-rent model is used as justification for not providing storage, however the City is of the view that renters are no less likely to have items to store than owner-occupiers. The 'Beach Activity store' is small, does not have enough capacity for every dwelling with 29 'bays' provided, and will not sufficiently provide for all 246 dwellings proposed. The City does not believe that there is adequate rationale for not providing storage for each dwelling, and that this is a crucial requirement to making multiple dwellings a desirable and practical housing typology. As such, the City does not believe this reason for refusal has been adequately addressed.

In relation to reason 8 for refusal, DevelopmentWA advises that the development must "Demonstrate future adaptability for conversion into permanent residential dwellings consistent with the benchmark standards for apartments under State Planning Policy 7.3 – Residential Design Codes Volume 2". The Board report goes on to state:

"the proposed 'Built to Rent' development features various functionality and amenity deficiencies, including an undersupply of storerooms and parking bays, which are proposed on the basis that the operational requirements and rental tenant demand are different to that of a typical, strata titled, residential development. However, noting that the proposal would be classified as a standard 'Multiple Dwelling' land use under Appendix 3 – Defined Land Uses of the Scarborough Redevelopment Scheme, if the units were strata titled and converted to standard units in future, they would not meet the minimum development standards for apartments under the Scarborough Design Guidelines or the benchmark State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments. This outcome detracts from the future adaptability of the development as housing demand changes over time and therefore detracts from the long-term sustainability of the proposal."

As the City has identified earlier, there is still an undersupply of store rooms and residential visitor car parking bays, and as such this reason for refusal has not been adequately addressed.

Due to the similarity of the proposed development to the previous iteration of the design as considered and refused by DevelopmentWA, the City's assessment has concluded that not enough has changed from the proposal to reach an alternative conclusion in the decision-making process. The plans have been amended with mind to address these reasons for refusal, however the changes



have not sufficiently addressed the outstanding reasons for refusal, as outlined above. As such, the City is unable to support the development in its current form.

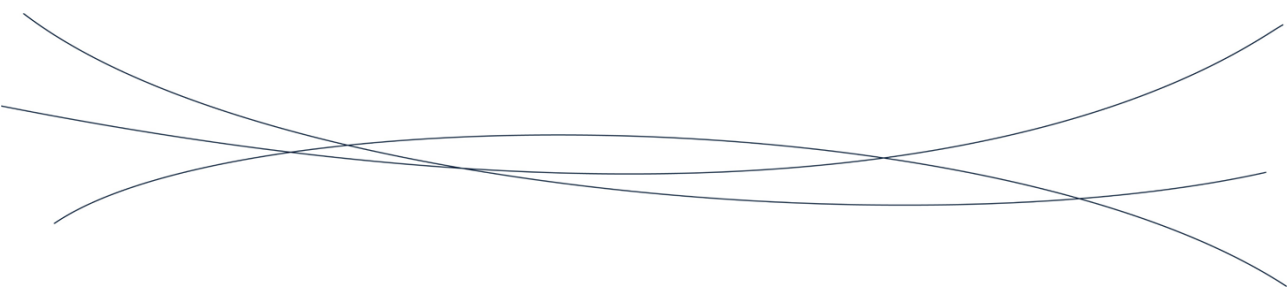
Technical Comments

The following technical comments are provided from the following City's service areas, being Engineering Services, Parks and Sustainability, and Environmental Health, and Verge Control.

Engineering Services

The following engineering comments are provided:

- The property is impacted by West Coast Highway Road widening, and Main Roads Western Australia (MRWA) will be required to provide comments on this road widening.
- As West Coast Highway is a Primary Regional Road and under the control of MRWA in accordance with Powers of Local Governments under the Metropolitan Region Scheme (MRS)' (DEL2025/04), MRWA will need to consider and comment on the provided Transport Impact Assessment.
- The 5.5m wide crossover could see vehicles turning in having to wait on West Coast Highway when a vehicle is waiting to exit. This is a traffic safety issue. The City's standard vehicle crossover widths for crossovers servicing commercial service vehicles is a minimum of 6m, to a maximum width of 10m. It is noted that MRWA may have further requirements relating to crossover widths.
- The development has a nil street setback to the future lot boundary where the driveway meets the street. This does not provide any visibility for vehicles and pedestrians to see each other, and is a traffic safety risk. As per Australian Standards AS2890.1, a 2.5m x 2m sightline truncation is required, aligned to the road widening boundary.
- The development shows waste pickup internally from a dedicated "Waste Collection & Loading Bay", with the Transport Impact Assessment showing turning movements for a 10m truck to access this bay, however, there is only a 4m ceiling height for the ground floor, which will accommodate a head height of approximately 3.5m once services are provided, which would be insufficient clearance to accommodate 10m waste and delivery truck vehicles. The ground floor parking area must provide a minimum head height of 4.5m in compliance with Australian Standard AS 2890, clear of any obstructions, to accommodate the waste truck and bin pickup requirements as well as standard delivery vehicle trucks. The 4.5m head height clearance also applies to the entry opening and internal garage door to allow the trucks to enter the development. This will require modifications to the built form which will impact the overall development. As such, the waste servicing and delivery arrangements as proposed will not be functional.
- The turning movements in the Transport Impact Assessment demonstrates a 10m truck occupying both traffic lanes in West Coast Highway to access the proposed crossover. This will restrict traffic movements along West Coast Highway. West Coast Highway is a 60km/hr Primary Distributor Road carrying almost 40,000 vehicles per day, straddling lanes is unlikely to be supported by MRWA and would present a safety issue for motorists.
- The site access needs to be modified to ensure that the 10m truck can turn into the site without impacting traffic occupying the median traffic lane.
- Additionally, the column opposite bay 24 blocks manoeuvring for the Waste Collection & Loading Bay, as demonstrated by Diagram 4 of the Waste Management Plan.
- The fire booster needs to be relocated or amended to be wholly within the property boundary and so that the door does not open over the road widening boundary.



Amended plans and additional information will be required to address the abovementioned matters.

Parks and Sustainability

The following Parks and Sustainability comments are provided:

- All the trees on the ground floor within true deep soil area are small trees. Conversely, the large trees are proposed built on structure at level 4, within a 1m deep planter. 1m depth is not sufficient for large trees, as it does not provide them with sufficient depth to establish safely or for the long term, particularly in a windy coastal environment.
- There is an opportunity to locate the large and medium trees at ground level instead, which will also provide shade to the streetscape.
- The Scarborough DG does not provide requirements for deep soil area per tree, however using *Residential Design Codes Volume 2 – Apartments* as a guideline, a small tree requires 9m² deep soil area, a medium tree requires 36m² and a large tree requires 64m². The deep soil areas are generally insufficient for the tree sizes proposed. For instance, Level 5 is provided with 97m² of deep soil area for two large and two medium trees, where 200m² would be required.
- With respect for species selection, *Banksia Grandis* is proposed for the ground floor. Banksias are notoriously difficult to establish, even in parkland environments, so their ability to thrive in this urban environment is doubtful. This should be replaced with a more suitable tree species.
- The large tree proposed is *Melaleuca leucadendra* – this is more a medium tree that grows 8 to 10m tall and 5-7m wide (not 15m wide as the landscape documents suggest). This should be replaced with a more suitable large tree species.

Amended plans and additional information will be required to address the abovementioned matters.

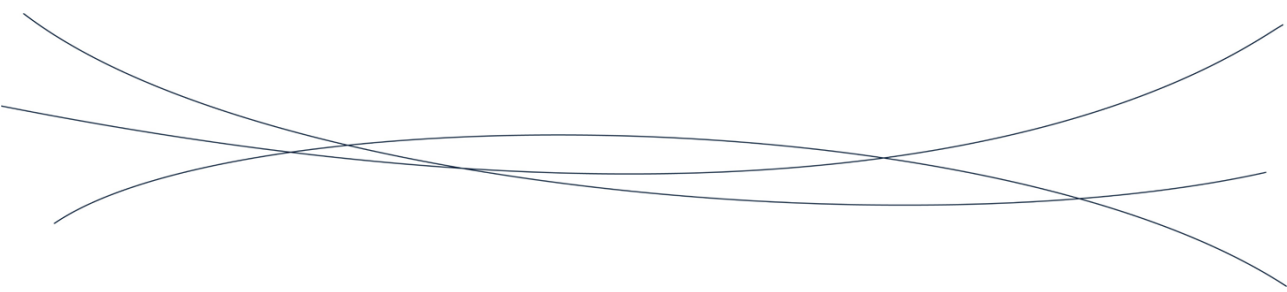
Environmental Health

The City advises that there are numerous Health requirements, which can be provided via appropriate condition-setting, should the Panel be of a mind to support the application.

Verge Control

The following Verge Control comments are provided:

- The crossover is required to meet the City's commercial crossover requirements, including a minimum width of 6m, for commercial deliveries and waste servicing. The crossover is proposed to be 5.5m.
- The crossover splays can also be increased, which will improve access and egress to and from the site.
- This will provide more lenience for the swept paths and result in better access and egress.
- The substation, and water meter cabinets currently open into the driveway. They cannot open or encroach into the driveway as this will be used for 24 hours and this creates a safety issue.



Other Comments

Additional Comments

- The City notes that the development plans indicate 'existing street parking' on West Coast Highway. This street parking was removed in 2025 and replaced by a bus embayment. For the purpose of accuracy, this should be reflected on the plans. Additionally, this should be addressed in the Traffic Impact assessment. Street parking in this location would block sightlines and would not be supported.
- There is an easement burden at the rear of the property which may have implications for the design.
- It is recommended all road reserve infrastructure be appropriately indicated in the development plans and supporting information.

Draft Local Planning Scheme No.4

The City has prepared a new Local Planning Scheme No.4 (LPS4) to replace LPS3. On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. As of Wednesday 18 June 2025, draft LPS4 has been accepted by the Department of Planning, Lands and Heritage for final assessment and determination.

The relevant proposed planning provisions of draft LPS4 for the subject site include:

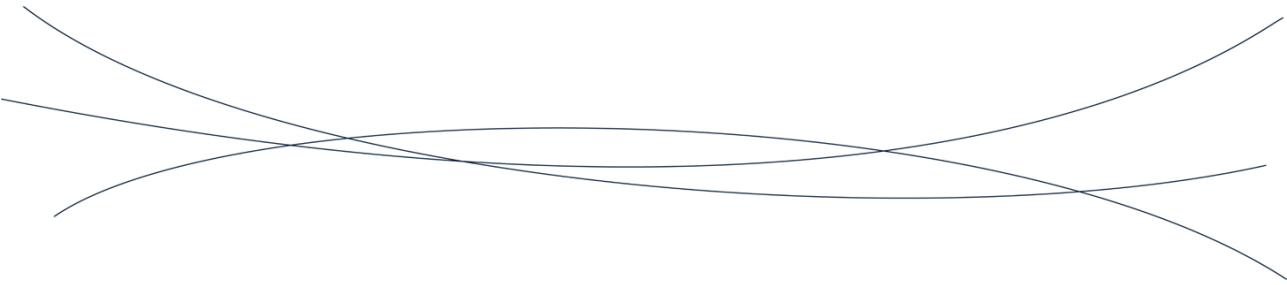
- Zoning: 'Centre' (R-AC0).
- A 'Dwelling' land use is classified as 'D'.
- A 'Restaurant/Café' land use is classified as 'P'.
- The objectives for the 'Centre' zone are:
 - To provide a focal point for a broad range of land uses to meet the community's district and/or sub-regional needs, consistent with the centre's level in the activity centre hierarchy.
 - To facilitate a range of employment to contribute towards the sub-region's employment self-sufficiency.

To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.

Conclusion

In conclusion, the City **does not support the proposed development** for reasons relating to the adverse impacts associated with the proposed building height, car parking shortfall, commercial delivery and servicing, waste collection, and engineering matters. Amended plans and additional technical information is required to address these outstanding matters, particularly those that relate to the fundamental operation of the development, as it is considered these matters cannot be addressed by conditions of approval and should be resolved prior to final determination of the proposal.

The City reiterates that it is committed to working collaboratively with the SDAU and the Applicant to address the outstanding matters.



Should you have any queries regarding this matter, please contact me on 9205 8555 or via email.

Yours faithfully



Karina Bowater
Senior Planning Officer

Attachments:

Attachment 1: DevelopmentWA - Reasons for Refusal

Attachment 2: DevelopmentWA - Board Report

BOARD REPORT



Date:	18 December 2023
Item 3.1:	Lot 572 (No. 200) West Coast Highway, Scarborough – Development Application
Strategic Plan:	Sustainable Communities
Submitted by:	Matt Ryan

Board determination is sought for a 27 Storey Mixed Use Development at 200 West Coast Highway, Scarborough.

Background

A Development Application was lodged on 4 May 2023, and revised on 17 November 2023, for a 27 storey mixed use development, comprising 262 build-to-rent (BTR) dwellings and associated retail, office, car parking and communal spaces.

The proposal seeks discretion against the Design Guidelines most notably regarding the proposed 27 storey building height, which exceeds the 'base height' limit of 12 storeys and 'bonus height' limit of 18 storeys. A number of other significant departures from the requirements of the planning framework are also proposed, relating to design quality, podium design, streetscape interface, parking and storage, which are detailed in the Assessment Report at Attachment 1.

Current Situation and LRC Consideration

The Scarborough Land Redevelopment Committee (LRC) considered the proposal at its meeting of 7 December 2023. The Assessment Report recommended refusal on the basis of the departures from the Design Guidelines, and that the alternate built form outcome had not achieved Design Excellence or derived improved outcomes for the community.

The LRC heard two deputations from members of the public supportive of the refusal recommendation as well as a presentation from the applicant team outlining its BTR sector experience, an overview of the design rationale for the development and response to matters raised by DevelopmentWA's planning assessment and the Design Review Panel.

The LRC resolved to recommend that based on the current proposal, the Board refuse the application as per the amended Reasons for Refusal (Attachment 2), and also provided advice to Board on required amendments for the proposal to be supported, relating to both built form and land use outcomes, as detailed in the recommendation below. Specifically, the LRC highlighted key design issues which require modification, as well as recommended suitable controls be implemented to ensure the development is commenced in a timely manner and is used for BTR as proposed, given the dwellings do not meet minimum performance standards for Multiple Dwellings under the Design Guidelines or State Planning Policy 7.3 (Apartments).

The requested controls to land use and timing of substantial commencement can be achieved through approval of the development as 'Special Purpose Accommodation' (restricting the approved land use) and a condition of approval regarding timing of substantial commencement. Should Board support the application subject to requested amendments, these will need to be supported by the applicant, and made either prior to approval (via deferral of the decision), or via conditions of approval, which would be cleared by the City of Stirling given planning control of the Scarborough Redevelopment Area has now normalised.

Recommendation

That the MRA Board consider the recommendations of the LRC in determining the application for the proposed 27 Storey Mixed-Use Development at Lot 572 (No. 200) West Coast Highway, Scarborough, as follows:

- i) based on the current plans and supporting information as submitted, that the DevelopmentWA Board refuse the Development Application for a 27 storey Mixed-Use Development at Lot 572 (No. 200) West Coast Highway Scarborough, for the reasons outlined in the amended recommended reasons for refusal; or
- ii) in the event the DevelopmentWA Board supports approval of the application, it should first be subject to amendment and reconsideration requiring improvements to design, associated community benefits and certainty regarding land use and development timing, in order to ensure alignment with the strategic objectives and design intent of the Scarborough Redevelopment Area Scheme, Design Guidelines and applicable Planning Policies.
Specifically:
 - a. The proposal must resolve outstanding design issues related to the built form, as raised by the appointed Design Review Panel, specifically the following key areas of concern:
 - i. Lessen the extent of solid materiality to balconies and introduce apartment amenity and façade relief and articulation to reduce the bulk of the tower elevation;
 - ii. Improve streetscape activation through an increased extent of active frontage directly interfacing with the street;
 - iii. Revise the podium elevation to achieve a more consistent built form treatment to the street edge and lessen the visual prominence of blank walls;
 - iv. Reduce the dwelling yield to offer greater breathing space within the tower floor plan on each level, achieving an improved internal amenity outcome and reducing the tower mass;
 - v. Demonstrate future adaptability for conversion into permanent residential dwellings consistent with the benchmark standards for apartments under State Planning Policy 7.3 – Residential Design Codes Volume 2; and
 - vi. Relocate or reduce the extent of rooftop services to minimise the visual impact on the street front elevation.
 - b. The proposal must be restricted in use to Build to Rent development, as building/dwelling design is not suitable for individually titled, multiple dwellings. Certainty must therefore be provided regarding land use and timing of the development, in order to demonstrate that the alternate built form outcome can achieve the Strategic Objectives of the planning framework, including:
 - i. That the development will be restricted for use as a Build to Rent development for the entirety of its operational life, confirmed via a suitable mechanism to safeguard this outcome; and
 - ii. That sufficient evidence be provided to demonstrate certainty regarding timing of the project commencing, with consideration being given to a reduced approval timeframe for substantial commencement (12 months).

Scarborough Land Redevelopment Committee - Development Management



LAND REDEVELOPMENT COMMITTEE



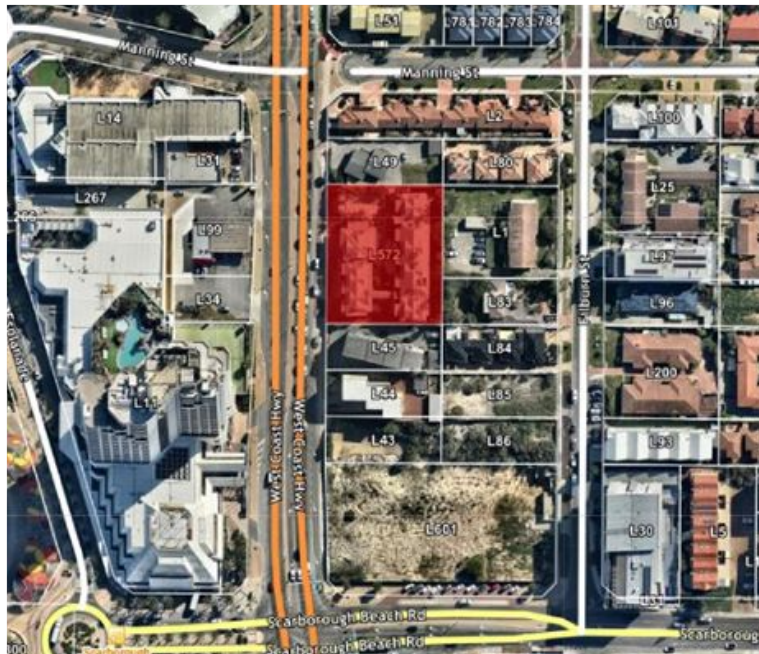
Date: 7 December 2023
Item 2.1: Lot 572 (No. 200) West Coast Highway, Scarborough –
 Development Application
Submitted by: Emily Sivich

Information

Project Area: Scarborough
Location: Lot 572 (No. 200) West Coast Highway, Scarborough
Owner / Applicant: 200W Pty Ltd / Rowe Group
Proposal: 27 Storey Mixed Use Development

Purpose

For the Scarborough Land Redevelopment Committee (LRC) to consider the development application for a 27 Storey Mixed-Use Development at the abovelisted address.

Location Plan**Recommendation**

That the Scarborough Land Redevelopment Committee resolves to recommend to the DevelopmentWA Board that it refuse the Development Application submitted by Rowe Group for a 27 Storey Mixed-Use Development at Lot 572 (No. 200) West Coast Highway, Scarborough, for the reasons outlined in the recommended reasons for refusal.

Attachment 1

PLANNING ASSESSMENT

Proposal

On 4 May 2023, a development application was received for a 27 Storey Mixed-Use Development at Lot 572 (No. 200) West Coast Highway, Scarborough (the site). The site is located within the Beach Road Inner Core Precinct of the Scarborough Project Area, within the (fmr) Scarborough Redevelopment Area.

Transfer of planning authority (normalisation) of the Scarborough Redevelopment Area back to the City of Stirling was finalised on 9 August 2023. In accordance with Clause 34 of the *Metropolitan Redevelopment Authority Act 2011*, DevelopmentWA remains the relevant planning authority for the purposes of assessing and determining the application, as it was received prior to normalisation.

The development application comprises:

- 262 Build-to-Rent (BTR) dwellings including 15% (40) affordable rental dwellings;
- a 75m² shop;
- 95m² ancillary office for Build-to-Rent management;
- a total of 236 car parking bays comprising 204 residential car parking bays, 27 visitor parking bays and five car share bays (to be occupied by vehicles for hire managed by the proponent) as well as 28 motorcycle bays and 266 bicycle bays; and
- 130m² (4.3%) of landscaped deep soil area at ground level.

Following assessment of the application, referral to stakeholders and the completion of public consultation, revised plans were received on 17 November 2023. These drawings were presented to the nominated Design Review Panel for a final review and are the subject of this assessment.

Refer to Appendix 2 – Development Plans and Overshadow Diagrams

Previous Scarborough LRC Consideration

The application was presented to the LRC at a briefing session on 6 February 2023 as a pre-lodgement application and again on 6 June 2023 post-lodgement. In both briefings the LRC reiterated concerns that the proposal results in excessive bulk and scale resulting in amenity impacts on the surrounding area, and is inconsistent with the design intent for the site.

The LRC noted that the request for additional height had not been substantiated as the proposed community benefits were not appropriately commensurate, meaningful nor enduring and that the proposal has not demonstrated an improved alternate design outcome to the Design Guidelines. The LRC also expressed concern regarding the following:

- the proposed resultant impacts of the development on the adjoining public and private realms due to the streetscape interface, overshadowing and disruption of view corridors;
- the availability of open space for landscaping and residential amenity; and
- the impacts of the reduced visitor parking provision.

Following the LRC's consideration, the Applicant was encouraged to undertake a meaningful reduction in GFA and the overall bulk and scale of the development to be more consistent

with the Scarborough Design Guidelines (the Design Guidelines). The Applicant provided justification in response to the LRC feedback on 4 October 2023, as follows:

- the proposed bulk and scale responds to the large size of the site, which is larger than other sites with recent development approvals;
- that the proposed 'community benefits' are the Build-to-Rent housing model, the 5 Star Green Star rating, the provision of 15% (40) affordable rental housing, the five car and 10 bicycle share fleets available for hire, the estimated economic impact during and post construction and the 'public pocket park' adjoining West Coast Highway and that each proposed benefit represented as a dollar value of the proposal represents commensurate and meaningful 'community benefit';
- the proposed 'public pocket park' results in an improved activation outcome by providing space for people over built-form located closer to the street;
- the proposed wind impacts are appropriately mitigated through the use of wind shelves on the building and that the proposed overshadowing only results in impacts to the more valuable public realm (foreshore reserve) outside of key times of the day and year when the public realm would receive the most use;
- the proposal complies with the prescribed lot boundary setbacks and therefore there are no impacts to the east-west view corridors;
- the proposal exceeds the prescribed level of communal open space with the proposed tower rooftop terrace and 250m² 'public pocket park' contributing to the requirement; and
- the proposed visitor parking bays have been provided to comply with the requirements of *State Planning Policy 7.3 Residential Design Codes Volume 2 (Apartments)*.

The revised plans received on 17 November 2023 identify the following areas of improvement to the design, which address in part some of the comments raised above:

- added generosity around the pocket park and improved opportunity for interaction between the ground floor uses and the public realm;
- enhanced quality of natural light to the central north and south facing one-bedroom apartments within the tower;
- improved access to communal landscaping via a new indoor communal amenity space with access to a balcony that is co-located with on-structure landscaping; and
- more successful cross ventilation of the communal corridors and improved ventilation of apartments.

Further information on the applicant's response and subsequent assessment and Design Review Panel consideration is detailed throughout this report. The above points are considered in the following assessment.

Matters for Consideration

In accordance with Clause 66 'Deciding Development Applications' of the *Metropolitan Redevelopment Authority Act 2011* (the Act) and Clause 5.17 'Key Matters for Consideration in Determination' under the Scarborough Redevelopment Scheme (the Scheme), in determining a development application, DevelopmentWA must have due regard to (among other things) the Scheme Vision and Objectives for the area, public and stakeholder submissions, the achievement of sustainable development, the requirements of orderly and proper planning and the desired amenity of the redevelopment area in which the development is proposed. These same matters considerations are also listed under Clause

5.18 'Determination When Non-compliant' of the Scheme, with the added consideration of whether the proposal would compromise the development intent of the relevant precinct.

The following assessment identifies a number of variations, that individually and collectively, result in a building of excessive bulk and scale that is inconsistent with the Design Intent of the applicable Scarborough Design Guidelines (the Design Guidelines) and the established and intended character of the area.

Assessment

The proposal has been assessed against the Scheme, the Design Guidelines and relevant Scarborough Development Policies (the applicable planning framework). The application proposes a number of key departures from both the Design Intent and Development Standards of the applicable planning framework, with the key variations summarised in the below table.

	Design Guidelines/ Policy Requirement	Proposed	Variation
Building Height (Maximum)	12 storeys (43m)*	27 storeys (90.7m)	+ 15 storeys (+47.7m)
Podium Height (Maximum)	3 storeys (11.5m)	5 storeys (13.8m)	+ 2 storeys (+2.3m)
Tower Floorplate (Dimension)	Tower Floorplate: 30m x 35m (1,050m ²)	32m x 35.2m (1,060m ²)	+ 2.2m (+10m ²)
Balcony Projections	Balcony projections may project up to 2.5m into setback areas of +8.5m	Balcony projections up to 3m	+0.5m
	Balconies shall be expressed as individual elements, designed to provide depth and visual interest to the building design.	264 balconies are not expressed as individual elements and appear as a continuation of the tower floorplate.	+264 balconies expressed as continuous built form of the tower edge.
	Balustrades shall be predominantly visually permeable.	264 balcony balustrades are not visually permeable.	+264 balcony balustrades that are not visually permeable.
Beach Road Inner Core			
Setbacks	Nil or minimal setbacks to street frontages for ground floor and podium levels.	Ground Floor Street Setbacks: 1m to 13.4m	+ 13.4m
		First Floor Street Setbacks: Nil to 6.8m	+ 6.8m
		Second Floor Street Setbacks: Nil to 6.8m	+ 6.8m

		<i>Third Floor Street Setbacks: Nil to 6.8m</i>	<i>+ 6.8m</i>
Site Cover	<i>80% (2,428m²)</i>	<i>86% (2,630m²)</i>	<i>+ 7% (+192m²)</i>
Activation	<i>Continuous built form shall frame the street to create a comfortable, legible thoroughfare</i>	<i>Approximately 51% of frontage is not occupied by continuous built form framing the street</i>	<i>- 51% of continuous built form framing the street</i>
	<i>A high level of interaction provided between public and private spaces through combination of:</i> <i>o clear glazed shopfronts;</i> <i>o operable windows or bi-fold doors;</i> <i>o alfresco areas;</i> <i>o balconies, terraces and windows overlooking the street at upper levels</i>	<i>Minimal use of clear glazed shopfronts, operable windows or bi-fold doors, alfresco areas, balconies, terraces and windows overlooking the street at upper levels</i>	<i>Limited interaction between public and private spaces</i>
General Provisions			
Car Parking	<i>66 visitor parking bays</i>	<i>27 visitor parking bays</i>	<i>- 39 (59%) visitor parking bays</i>
	<i>1 non-residential parking bay</i>	<i>Nil</i>	<i>- 1 (100%) non-residential parking bay</i>
	<i>Any parking provided above ground floor level shall be screened by active uses to all street frontages, laneways or public open space. At first floor level only, innovative architectural treatments or public art that screens the parking may be acceptable where it is designed as an integrated component of the development and contributes positively to the public realm</i>	<i>Podium Parking Level 2: Setback nil to street, not screened behind active use</i> <i>Podium Parking Level 4: Setback 20m from street, not behind screened behind active use</i>	<i>+ 2 Podium Parking Levels above the first level that are not screened behind active uses to the street</i>
Residential Amenity	<i>All habitable rooms (i.e., bedrooms, studies and living spaces) are to be</i>	<i>22 habitable rooms are not provided with a window or access</i>	<i>- 22 habitable rooms provided with adequate</i>

	<i>provided with direct access to natural light and designed to maximise cross ventilation</i>	<i>to direct natural light</i>	<i>natural light and ventilation</i>
	<i>262 stores</i>	<i>71 stores</i>	<i>- 191 stores</i>
Development Policy 9 Affordable and Diverse Housing	<i>Min 20% and Max 40% one-bedroom dwellings</i>	<i>155 (59.1%) one-bedroom dwellings</i>	<i>+ 50 (19.1%) one-bedroom dwellings</i>
	<i>Min 10% three-bedroom dwellings</i>	<i>12 (4.6%) three-bedroom dwellings</i>	<i>- 14 (5.4%) three-bedroom dwellings</i>
*The proposal is not considered to satisfy the requirements for additional storeys ('bonus height') and is therefore assessed against the 12 storey 'base' height limit as it has not demonstrated Design Excellence (discussed further under 'Design Excellence' and 'Building Height' below)			

Under Section 1.7 'Discretionary Clause' of the Design Guidelines, DevelopmentWA may elect to use discretion to approve a development where it has departed from the development standards of the Design Guidelines, if the alternative solution:

- is consistent with the Scheme Vision and Precinct Statement of Intent; and
- meets the relevant Design Intent of the Design Guidelines.

If the Scarborough LRC, in making its recommendation, having due regard to Clause 5.17 and Clause 5.18 of the Scheme, was satisfied that the exercise of discretion in accordance with Clause 1.7 of the Design Guidelines is justified in the circumstances, then an alternative to the refusal recommendation may be considered.

Scarborough Redevelopment Scheme Vision and Objectives

The vision outlined under Clause 2.1 of the Scheme, requires the delivery of design and development excellence through creating a great public environment, high quality buildings, connecting people and places, and ensuring a successful mixture of land uses and activities. Development is expected to interpret and reflect Scarborough's urban-coastal character and will be highly responsive to the site context including the natural environment, topography, neighbouring sites and streetscapes.

While it is noted that the proposed 'multiple dwelling' and 'shop' land uses are preferred land uses for the precinct under the Scheme, the following aspects of the proposed development are considered contrary to the Scheme Vision:

- the development detracts from the creation of high-quality buildings as:
 - it has not achieved the requisite level of Design Excellence from DevelopmentWA's Design Review Panel (DRP), as further discussed below;
 - the proposed building layout and design results in unresolved indoor environmental quality deficiencies and impeded functionality, liveability and amenity of dwellings; and
 - while the proposal interprets the envisaged urban-coastal character through an art-deco response, the heavy use of solid materiality, with minimal softening, results in a harsh built form outcome.
- the development detracts from the creation of a great public environment as:
 - the development interface with West Coast Highway does not strongly promote activation, legibility and passive surveillance; and
 - the proposal does not offer the active commercial frontage following 'main-street design principles' envisaged along West Coast Highway, with only a small shop

proposed at ground floor that is partially recessed, with limited pedestrian cover, and therefore lack of comfort, provided at the street edge.

- the proposal results in excessive height, bulk and scale that is not highly responsive to the site context and compromises solar access, as discussed further in this report.
- the proposal does not appropriately connect people and places as it does not provide sufficient visitor parking bays on site, representing a 59% shortfall. This restricts access to the development and puts pressure on other public bays in the area, which are already at capacity during peak beach periods.
- the proposal does not include mitigation strategies for all anticipated resultant wind impacts which is not highly responsive to the coastal environmental and streetscape context.
- while the proposal does respond to the natural east-west gradient of the site by stepping the podium up in height towards the eastern boundary, the podium maintains a four to five storey appearance, being one-two storeys above the permitted podium height as viewed from the northern and southern boundaries. This does not demonstrate that the proposal is highly responsive to neighbouring sites.

Scheme Objectives

Clause 2.3 of the Scheme outlines the objectives of Sense of Place, Economic Wellbeing, Urban Efficiency, Connectivity, Social Inclusion and Environmental Integrity. As the Scheme Objectives mirror the Redevelopment Area Objectives of the *Metropolitan Redevelopment Authority Regulations 2011*, a consolidated assessment against the objectives is provided in *Appendix 1*.

Notwithstanding that the proposed 'build-to-rent' units would offer much-needed rental housing, including affordable dwellings, and provide associated Social inclusion and Economic Wellbeing benefits to the area, the proposed building design, height and massing, street level response and parking variations are not sympathetic to the surrounding context and compromise the achievement of the Sense of Place, Urban Efficiency, Connectivity and Environmental Integrity objectives.

Design Excellence

Section 2.2 of the Design Guidelines requires development to demonstrate Design Excellence through the elements of good design as defined in the Government Architect's *Better Places and Spaces Policy 2013*, as follows:

- innovation and creativity;
- functionality and build quality;
- efficiency and sustainability; and
- responsiveness to context.

Assessment of Design Excellence has been undertaken against State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) since its adoption in August 2021. SPP 7.0 supersedes the *Better Places and Spaces Policy 2013* as the benchmark policy for the assessment of design quality across the whole built environment and includes closely aligned principles of good design.

Following an iterative design review process, DevelopmentWA's Design Review Panel has resolved that the proposed development does not demonstrate the requisite level of Design

Excellence (refer Design Review Panel discussion in the latter part of the report and *Appendix 6 – Design Review Panel Advice Report dated 20 November 2023*).

Building Height

Section 4.1 'Height' of the Design Guidelines permits a maximum overall building height of 12 storeys (base height) at the subject site, with potential for an additional six storeys, to a maximum of 18 storeys, where the application demonstrates all of the following:

- Design Excellence; and
- one or more of the items identified under 'Requirements for Additional Storeys' in Section 4.1 of the Design Guidelines; and
- compliance with the common and site-specific controls applicable to the site.

While the Applicant proposes to satisfy the second point of the above criteria through the achievement of a 5 Star Green Star rating and the provision of 15% (40) Affordable Housing dwellings, the proposed development is not considered to qualify for the potential bonus height of an additional six storeys, or beyond, as neither Design Excellence nor compliance with common guidelines has been demonstrated, as discussed further in this report.

The 15% Affordable Housing units are proposed in partnership with Foundation Housing at the lower of a maximum 30% of the income threshold or 75% of market rent for similar unit type and occupancy category which is consistent with advice provided by the Department of Communities as a method to target housing stress. The 5 Star Green Star commitment is outlined in a sustainability report by Cundall consultants (*refer Appendix 3*).

Design Intent

The proposed 27 storey building height, being 15 storeys over the permitted 'base' height for the Beach Road Inner Core Precinct, coupled with an increased podium height, contributes to an extent of bulk and scale that is not consistent with the Design Intent for Section 7.4.1 'Beach Road Inner Core' and Section 4.1 'Height' of the Design Guidelines as:

- the proposed variations to the building height and podium height collectively result in a building of scale that is inconsistent with the intended built form character and compromises solar access and outlook for neighbours;
- the tower as viewed from West Coast Highway, measures 38m wide inclusive of the solid balustraded balconies, exceeding the allowable floor plate of 35m plus light weight balcony projections. While the increased width is relatively minor, the solid form repeats for 22 storeys with minimal variation to provide visual relief, contributing significantly to visual impact of the bulk and scale on the public realm and adjoining properties;
- the podium interface to the street includes two-storey-high car park screening on levels 1 and 2 and deep setbacks from the street to the residential lobby and apartments. The proposal results in a podium that is not consistent with main-street principles and does not achieve a human scale interface at the street, contributing to the perception of building bulk;
- the proposal does not sympathetically respond to the envisaged lower scale (four to six storey) development at the eastern interface, which does not demonstrate an 'excellent response to context', as per the Design Intent;
- the shadow cast by the proposed 27 storey tower is shown to be significantly greater than the shadow cast via 12 and 18 storey design schemes, including extending to the Scarborough Foreshore Reserve in April mornings. For example, on 21 August

2023 at 10.00am the proposal is expected to cast a total shadow of 8,007m² which is approximately 5,381m² (200%) greater than a proposed 12 storey scheme (2,623m²) and approximately 3,662m² (84%) greater than a proposed 18 storey scheme (5,730m²) at the same time and day. All other days and times represented in the proposed overshadow diagrams show that at no time does the proposal result in an improved overshadow outcome; and

- the wind impact assessment report submitted with the application identifies that wind conditions along West Coast Highway will be exacerbated by the proposed development. While the applicant has proposed mitigation measures, the effectiveness of the proposed wind shelves has not been demonstrated through updated modelling (*Refer Appendix 4*).

The Applicant submits that the proposed overshadow impact is minimal as much of the public realm impacted by the proposal are not high amenity spaces such as streets. While the Applicant's justification is acknowledged, a review of the overshadow diagrams confirms that the proposal would overshadow a greater number of sites compared to a compliant design scheme, which unduly compromises solar access to the surrounding area.

Redistribution of Achievable Gross Floor Area under 'Compliant' Design Scheme

The proposal comprises of a development intensity that is 105.2% greater than a compliant 'base height' development and 31.8% greater than a compliant 'bonus height' development, as shown in the below table:

Scenario	Proposal	Design Guidelines	Difference
		Permissible Floor Area	
Gross Floor Area	26,202m ²	Base Height: 12,767m ²	+13,435m ² (105.2%)
		Bonus Height: 18,122m ²	+8,080m ² (44.5%)

The proposed GFA on the site results in increased building mass and additional design and amenity implications for adjoining properties and the public realm such as overshadowing and wind impacts, development that is out of context with adjoining sites, amenity impacts for occupants and impacts on parking availability.

The result of the cumulative impact of these non-compliances is that the proposed development is considered to be an overdevelopment of the site and represents an outcome that is contrary to the vision and objectives of the Scheme and is not supported given that it would be:

- inconsistent with orderly and proper planning and sustainable development practices; and
- have a detrimental impact on the current and intended amenity of the locality.

Height Context

In considering the proposed building height in the context of the current and intended amenity of the locality, as per Section 5.17 of the Scheme, it is acknowledged that the approved building height 'landscape' has evolved beyond what the Design Guidelines had originally envisaged, being building heights of up to 18 storeys within the central core of Scarborough to align with the established Rendezvous Hotel building, tapering down towards the Redevelopment Area boundaries.

Of greatest relevance to the current proposal, are two recent development approvals exceeding the 'bonus height' granted within the same Beach Road Inner Core precinct, for a 24-storey development directly to the north of the subject site at 194 West Coast Highway and a 29-storey development on the former White Sands Tavern site at 242 West Coast Highway. These both remain valid approvals, which are yet to commence construction.

Discretion was exercised to support these proposals on the basis that they aligned with the vision and objectives under the Redevelopment Scheme and Design Guidelines through alternative design solutions comprising taller, more slender towers, resulting in less building bulk and improvements to solar access, outlook and visual privacy for neighbours.

In contrast to the current application, the two approved proposals over 20 storeys each also demonstrated the requisite level of Design Excellence, provided commensurate community benefits (discussed below) and were of a reduced or equivalent development intensity compared to the site-specific design guidelines.

While the proposed 27-storey building height is not out of scale in the context of these recent approvals, significant discrepancies in terms of yield, design quality and planning compliance are proposed. As such, an equivalent rationale for the application of discretion has not been demonstrated, and as noted above, the cumulative impact of the proposed non-compliances is considered to result in a detrimental amenity outcome for the locality.

Community Benefits

The Design Intent of Section 4.1 'Height' provides the opportunity for additional height above the 'base height' through additional 'community benefits', above the standard requirements of the Design Guidelines, Development Policies and other statutory requirements in addition to meeting the Requirements for Additional Storeys section.

The application proposes the following 'community benefits':

- a 250m² public pocket park accessed via West Coast Highway;
- a five car-share fleet for hire by residents and the public, to be managed via on-line bookings by a third-party company in perpetuity; and
- a 10 bicycle-share fleet for hire by residents and the public, to be managed via on-line bookings by a third-party company in perpetuity.

A Community Needs Analysis has not been provided in support of the proposed 'community benefits'. As such, the demand for the proposed 'community benefits' has not been substantiated and it is unclear how they will provide genuine and enduring benefits to the community, commensurate with the extent of discretion being sought, as:

- while the pocket park provides greening of the streetscape, the West Coast Highway-adjacent location of the public pocket park minimises the potential for it to be a safe, legible, attractive and high amenity space of benefit to the community;
- the pocket park is also predominantly shaded from the north by the development and bound by privatised spaces on three sides, which further diminishes its public appeal;
- the proposed car and bicycle share fleets are profit-generating offerings, which would likely be in demand by the proposed 58 dwellings that are not allocated a residential car bay, limiting any wider benefit to the community; and

- the minor scale of both share fleets is not commensurate with the substantial discretion sought, and it is unclear how members of the community would readily have access to these facilities in perpetuity.

The proposed community benefits are also considered to detract from the level of amenity available to the residents, in that the pocket park and bike-share fleet are co-located with the communal open space requirements of the Guidelines.

The application also puts forward the proposed BTR model as partial justification for the variations proposed, and as an additional community benefit. The applicant asserts that by offering the residential dwellings for long-term rental, with the developer retaining ownership and responsibility for leasing and managing the dwellings for the building's lifecycle, that the proposal will subsequently expand the diversity of housing options in Scarborough and respond to the Redevelopment Area Objective of Social Inclusion.

The proposed BTR housing typology in itself would offer a positive contribution towards housing diversity in Scarborough and the strong demand for rental housing currently is noted. However, as the units fall under the standard 'multiple dwelling' land use, there is no certainty that they would not subsequently be strata titled and on-sold as standard residential dwellings, which would undermine the proposed benefit. A condition of approval could be applied to protect the operation of a BTR model for the life of the building through a legal mechanism such as a restrictive covenant, however there are enforcement challenges associated with this, particularly given the long-term nature of such a condition.

Further, as the dwellings are not provided with adequate storerooms or parking bays, functionality and amenity deficiencies exist, that would not set the land use offering apart as a 'community benefit' that is 'above and beyond' the standard planning requirements. If the units were converted to standard units, they would not meet the minimum benchmark for apartments under State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments.

It is, however, accepted that the increased provision of 15% affordable rental units offers an enhanced social benefit in line with Section 4.1 'Requirements for Additional Storeys' of the Design Guidelines, and exceeding Development Policy 9 'Affordable and Diverse Housing'.

Podium Height

The proposed five storey (13.8m) podium height exceeds the maximum height of three storeys up to 11.5m under Section 4.2 'Podiums' of the Design Guidelines. The outcome is not considered to be consistent with the Design Intent of Section 4.2 as the proposal does not effectively moderate the overall perceived height and bulk or break up the visual presence of the tower through a human scale podium. The proposed over-height podium does not integrate effectively with the adjoining development as:

- when viewed from the northern and southern boundaries the podium maintains a minimum four storey appearance which creates additional bulk at the lower levels and increases the visual impact of the associated parapet walls along the northern and southern boundaries;
- the north adjacent site has a valid development approval which includes a communal open space area on its podium roof that will be directly impacted by the proposed podium wall height. This includes a proposed 2m high interface of carpark screening

adjoining an area of communal open space and a 10.6m high podium wall abutting an opening in the future northern podium that provides natural light access to two neighbouring bedrooms, creating potential noise and light spill and ambient light access impacts on the adjacent property; and

- the extent of blank podium walls is further exacerbated by the increased site coverage such that longer (as well as taller) parapets are proposed, offering less relief along the neighbouring boundaries. Given there are no current approvals granted to the eastern and southern neighbouring sites, the resultant visual impact will be significant until such time that they redevelop.

Streetscape Interface, Activation and Site Cover

The proposal exceeds the maximum site coverage requirement of 80% by 7% and also includes deeper ground and podium level street setbacks than intended for development within the Beach Road Inner Core Precinct, resulting in reduced opportunities for interaction of the private and public realm at street level for 51% of the frontage. The Beach Road Inner Core is the central precinct of the Redevelopment Area and the development standards place an emphasis on main-street design principles, interesting and active streetscapes and a comfortable pedestrian experience, as well as an urban and human scale at the street frontage.

The proposal does not meet the Design Intent of Section 7.4.1 'Beach Road Inner Core' of the Design Guidelines as:

- the proposed 11.1m ground floor podium street setback does not create a continuous built form to frame the street or provide a continuous awning over the street, contrary to main-street principles;
- areas of built-form proposed with a nil setback to the street are used for podium car parking levels and screening. Further, the ground floor interface, which is setback behind the proposed pocket park for over 50% of the frontage, is occupied by a residential lobby, rather than an active use. The design and use of these spaces does not contribute to a comfortable pedestrian experience as limited weather protection, activation and passive surveillance is provided; and
- the proposed level of site cover reduces the available deep soil area for high quality landscaped setback areas to the side and rear, which reduces opportunity to soften the bulk and scale impact of the proposal or contribute positively to the micro-climate (contrary to sustainable development outcomes).

Tower Floorplate and Balcony Projections

The proposed 32m x 35.2m tower floorplate exceeds the maximum tower floorplate dimensions permitted under Section 4.3 'Towers' of the Design Guidelines of 30m x 35m and the proposed balcony projections present as continuous elements rather than individual projections and are solid instead of visually permeable contrary to the development standards of Section 4.8 'Private Open Space'. The cumulative result of these variations, in conjunction with the additional height, is a tower form of greater bulk and scale than envisioned for the Redevelopment Area.

Although the proposed tower meets the relevant side and rear setbacks, the proposal is not consistent with the Design Intent of Section 4.3 'Towers' or Section 4.8 'Private Open Space' as:

- the proposed tower façade includes continuous solid balcony balustrades that increase the perceived size of the tower floorplate to 38m (east-west) x 35.2m (north-south) and is not consistent with the Design Intent to facilitate slender, elegant buildings;
- the proposed shadow resulting from the tower dimensions does not protect access to natural light given the area of overshadow is taller and wider than a compliant design scheme, impacting the public realm and affected properties for a longer period; and
- while the proposed size of the balconies meet the required minimum areas, the solid balustrading and floor to soffit dividing screens between the balconies compromise occupant amenity due to reduced levels of ambient light and apartment outlook while increasing the perceived size of the tower form from all perspectives.

The Applicant has submitted justification stating that as the subject site is larger than others, with an area of 3,035m² within Scarborough, a percentage-based approach (i.e. a site area to tower floorplate ratio) to the permitted tower floorplate should be contemplated. A percentage-based approach would not be consistent with the Design Intent to facilitate consistently slender, elegant buildings and would result in limited consideration of the impacts to surrounding sites with smaller areas.

Car Parking

The application proposes a total of 27 visitor car bays and no non-residential car bays resulting in a 39 visitor and 1 non-residential car bay shortfall to Section 5.2 'Car Parking' of the Design Guidelines.

The visitor parking provision allows only 10% of residents to have visitors park on-site at any given time, which is 15% less than the Design Guideline requirement. There is limited opportunity for overflow 'on-street' parking along West Coast Highway.

The applicant contends that overflow visitors can park in the public car park in the private development on the western side of West Coast Highway, however no evidence is provided to suggest this arrangement would be possible during peak periods. Further, the City of Stirling does not support the parking reduction. The City has highlighted existing car parking capacity issues within the Scarborough locality and raised concern over the proposed parking shortfalls on-site exacerbating parking issues within the immediate locality, including the Foreshore Reserve car parks.

While the proposed residential parking ratio of 0.78 bays per dwelling (236 bays overall) complies with the Design Guideline requirement, it results in a minimum (assuming 1 bay is allocated per dwelling) of 58 units without a dedicated car bay, which combined with the reduced visitor bays, is low for the anticipated volume of residents and their expected visitors.

While the proposed approach to minimising on-site car parking bays may assist in reducing vehicle traffic to and from the development, offsetting the potential traffic impacts from the proposed increased residential yield, given the high levels of car-dependency outside of the Perth CBD, limited public transport connectivity to and from Scarborough, and existing parking problems, it is considered that the shortfall in parking bays has greater potential to cause negative impacts than benefits.

It is further noted that the proposed car parking arrangement with all bays at or above ground level, rather than in a subterranean basement, exacerbates the bulk and scale of the podium, contributing to the interface issues outlined previously. This configuration detracts from the Design Intent of Section 5.2, which requires parking to be designed so as to not impact on the public realm. These impacts would be further exacerbated if the visitor bays were increased to meet the minimum requirement and as such it would not be appropriate to condition compliance. For the above reasons, the proposal does not meet the Design Intent of Section 5.2 'Car Parking' of the Design Guidelines.

Residential Amenity

The Design Guidelines, in particular the Design intent of Section 4.4 'Building Layout and Orientation', requires buildings and internal areas to be designed to maximise access to natural light and ventilation. Spaces in buildings must also be functional and suitable for their intended purpose or a range of uses.

The proposal is not considered to meet the residential amenity standards of Section 4.4 'Building Layout and Orientation' and related design intents of Section 5.4 'Storage' and Section 4.10 'Landscape Design' of the Design Guidelines, as:

- the design and layout of internal areas remain unresolved, such that of functionality, amenity and livability for occupants is not to a Design Excellence standard (refer below 'Design Review Panel' section);
- the proposal includes 22 rooms sized 8.4m² that are not provided with direct access to natural light that are labeled as 'stores', however given the size of the rooms it is likely that they could be used for human habitation;
- the lack of clarity around the function of the proposed 'store' rooms raises concern with the overall intent of the rooms and the resultant level of amenity and indoor environmental quality due to lack of natural light and ventilation that will be afforded to future occupants;
- the landscaping strategy does not adequately connect with the building occupants as there is limited accessibility to the on-structure landscaping which forms the predominant areas of soft landscape on-site (*Refer Appendix 5*); and
- a 213 (81.2%) reduction in external store rooms directly impacts residential liveability and functionality. Further, the size and layout of the majority of the proposed dwellings provides limited opportunities for storage.

The above concerns in relation to residential amenity have been reiterated by the Design Review Panel (refer below).

Development Policy 9 - Affordable and Diverse Housing

Of the 262 dwellings proposed, 155 (59.1%) are single bedroom dwellings which exceeds the permitted maximum of 40% required under DP 9, while the proposed number of three bedroom dwellings is 12 (4.6%), which is below the required 10%. The remaining 95 dwellings are two-bedroom dwellings.

The Applicant submits that the proposed BTR development is unique for Scarborough with the proposed housing mix responding to a typology gap in the Scarborough rental market, which is supported by the 2021 Australian Bureau of Statistics Census data highlighting that only 4.7% of the dwelling typologies in Scarborough are one-bedroom dwellings and that three-bedroom dwellings represented the highest percentage dwelling typology at 48.7%.

The provision of diverse housing options in response to specific market demand in the locality is acknowledged, particularly in response to the current shortfall in housing supply. Accordingly, the proposed dwelling mix satisfies the Objectives of DP 9 as:

- a greater inclusion of one-bedroom dwellings will provide a greater number of lower cost rentals within the proposed development while improving the number of one-bedroom dwellings as an accessible dwelling typology within Scarborough;
- the proposal incorporates a mix of one, two and three bedroom dwellings, ensuring a range of dwelling typologies are provided on-site; and
- the proposal exceeds the minimum required 12% (32) affordable dwellings, with 15% proposed to facilitate a range of affordable housing options within the Redevelopment Area.

Design Review Panel

The proposal was subject to an extensive design review process with the pre-lodgement plans presented on 29 November 2022 and the development application plans considered by DRP on 12 June, 1 November and 20 November 2023.

At the final meeting of 20 November 2023, the DRP acknowledged the current construction challenges facing complex building projects and commend improvements made to the design, including enhanced entry forecourt and pocket park interface, enhanced natural light access to some apartments, new indoor communal amenity space with access to a balcony that is co-located with on-structure landscaping and more successful cross ventilation of the core corridor and apartments.

Notwithstanding the improvements made, it was noted that a number of issues that had been consistently raised since the first DRP meeting of 12 June 2023 had not been adequately addressed, including opportunities to break-up of the façade to reduce the overall perception of bulk.

Overall, the DRP did not consider that the proposal had been resolved to the requisite level of Design Excellence that permits the significant additional height being sought in this application.

The DRP highlighted the following design issues that remain unresolved and require improvement and resolution as part of a holistic and balanced design response in order to achieve Design Excellence:

- the bulk, scale and relationship of the formal language of the tower and podium require clarification and improvements to produce a more refined and cohesive façade;
- the rooftop design, including the siting and treatment of the plant rooms require further consideration and refinement to mitigate the height, bulk and scale of the tower;
- the activation, legibility and passive surveillance opportunities of the pocket park have not been optimised, devaluing the use of the space as a key communal area;
- the prominent solid balcony balustrading causes unresolved challenges for internal apartment amenity, particularly for southern facing apartments, as well as façade design and architectural language;
- wind mitigation measures to exposed corner balconies and the public realm to ensure safe and comfortable environments have not been addressed;

- connection to and the communal benefit of proposed landscaping is not embedded into the proposal and has not developed along with the design of the built form; and
- the internal layouts of some apartments include inefficient floor plans and uncertain spaces and does not optimise efficiency or enhance occupant amenity.

As Design Excellence, which has not been demonstrated, is the integral benchmark for the consideration of built form exceeding the base height permitted under the Design Guidelines, the proposed 27 storey building height can not be readily be supported. It also considered that the outstanding design related matters listed above, could not be resolved through conditions, as they would require holistic review of the design and would likely result in fundamental changes to proposal.

Refer to Appendix 6 – Design Review Panel Advice Report (20 November 2023)

Consultation

Stakeholder Consultation

- In accordance with Section 64 of the *Metropolitan Redevelopment Authority Act 2011* the application was referred to the City of Stirling, Department of Communities, Main Roads WA (MRWA) and the Water Corporation.
- The City of Stirling advised that it does not support the proposal as it exceeds the base height of 12 storeys and the maximum potential bonus height of 18 storeys, does not satisfy the 'Site Coverage' requirements of the Design Guidelines, the proposed car parking shortfall is likely to result in a detrimental impact on the locality and will potentially contribute to a major parking problem in the locality and overall is inconsistent with the vision of the Scarborough Redevelopment Scheme and objectives that were informed by the Scarborough Master Plan.
- MRWA initially advised that they were unable to support the TIA partly as the information used to produce the TIA was outdated and that the impact of the development upon the road network was uncertain.
- The Department of Communities and Water Corporation neither supported nor objected to the proposal and provided advice to assist with assessment and determination of the application.

The Applicant has provided a response to the comments, advice and concerns raised by referral agencies on 28 September 2023 and 4 October 2023.

Main Roads WA considered the response and subsequently advised they have no objection to the application subject to a number of recommended conditions being imposed on any approval, to address future road widening of West Coast Highway, construction of an auxiliary left turn lane to Main Roads requirements and other technical obligations relative to construction standards and protection of Main Roads assets.

The responses relating to planning and design have been considered in the planning framework assessment forming part of this report. Further detail is provided in *Appendix 7 – Summary of Stakeholder Comments*.

Public Consultation

- In accordance with Clause 5.16 of the Scheme the application was advertised for public comment from 9 June 2023 to 30 June 2023.
- A total of 90 submissions were received, comprising of 79 objections (88%) and 11 in support (12%).
- The key matters raised in the submissions of support relate to an improvement in economic development and affordable housing. Considering the matters raised in the submissions of support, it is acknowledged that the proposal would result in an increased local residential population that may support local businesses as well as increase local housing options, however the proposed variations to the planning framework are not considered to warrant approval for the reasons outlined in *Appendix 9 – Recommended Reasons for Refusal*.
- The key matters raised in the submissions of objection relate to concerns of:
 - excessive built form and scale;
 - car parking, traffic and transport congestion and safety;
 - design aesthetics not being compatible with the Redevelopment Area;
 - environmental impacts such as resultant wind impact and overshadowing of public and private realms as well as sustainability outcomes;
 - the claimed benefits to the community not being genuine or beneficial; and
 - amenity to the surrounding public and private realms.
- The key matters raised in the submissions of objection heavily align with the assessment of the planning framework and reinforces the likely adverse impacts of the proposal on the community.

The comments raised are discussed as part of *Appendix 8 – Summary of Public Consultation Comments*.

Delegation

Under DevelopmentWA's Delegation Schedule, the DevelopmentWA Board is delegated to determine development applications with a development value greater than \$50 million within Redevelopment Areas other than the Central Perth Redevelopment Area. The proposal has an estimated development value of \$100 million.

Conclusion

Given the proposal significantly departs from the relevant planning framework requirements, assessment of the proposed development has given due regard to the provisions of Clause 5.17 'Key Matters for Consideration in Determination', Clause 5.18 'Determination When Non-compliant' and Clause 5.22 'Reasons for Refusal' of the Scheme.

It has been demonstrated through this assessment that the proposal is inconsistent with the Scheme Vision and Objectives, results in adverse impacts on the current and intended amenity of the locality through the scale and massing of proposed by the development, which does not align with main-street principles and does not achieve a human scale interface as required by the Design Intent for the site.

The application proposes a number of non-compliances against the provisions of the applicable Scheme, Design Guidelines and Development Policy, in particular relating to design quality, building height, podium design, streetscape interface, parking and storage,

the cumulative impact of which results in a development which is inconsistent with orderly and proper planning and sustainable development practices.

For the reasons outlined in this assessment it is recommended the Scarborough Land Redevelopment Committee recommend to the Board that the development application submitted by Rowe Group for the 27 Storey Mixed-Use Development at Lot 572 (No.200) West Coast Highway, be refused for the reasons outlined in *Appendix – 9 Recommended Reasons for Refusal*.

Alternative Option

If the Scarborough LRC, having considered the relevant matters under Section 66(1) of the MRA Act as well as Clauses 5.17 and 5.18 of the Scheme, is satisfied that the exercise of discretion in accordance with Clause 1.7 of the Design Guidelines could be justified in the circumstances of this matter, an alternative recommendation may be considered.

As discussed throughout the report, some improvements have been made to the design to address previously raised concerns from the planning assessment, LRC and DRP feedback. The progressed design improves the ground plane interface with West Coast Highway and the proposed 27 Storey Mixed-Use development has the potential to deliver 262 rental units, including affordable housing options, within Scarborough, offering much needed housing in time of significant housing shortage, aligning with the Redevelopment Area Objectives of Social Inclusion and Economic Wellbeing.

Notwithstanding the amenity implications and orderly and proper planning concerns noted above, the proposed development does ultimately align with the future high-density mixed-use precinct envisioned under the Design Guidelines and Master Plan, and the evolving building height context, noting other recent approvals within the area of over 20 storeys.

While not recommended as per the reasons for refusal, should the Scarborough LRC be of mind to recommend an alternative recommendation to the Board, appropriate conditions and advice notes may be prepared to address any outstanding areas of concern or deficiency. However, it should be noted that conditions can not be applied where they would result in fundamentally amending the proposal.

Appendices

- Appendix 1 – Regulatory Assessment
- Appendix 2 – Development Plans and Overshadow Diagrams
- Appendix 3 – Sustainability Report
- Appendix 4 – Wind Study
- Appendix 5 – Landscaping Strategy
- Appendix 6 – Design Review Panel Advice Report (20 November 2023)
- Appendix 7 – Summary of Stakeholder Comments
- Appendix 8 – Summary of Public Consultation Comments
- Appendix 9 – Recommended Reasons for Refusal

Recommended Reasons for Refusal

REASONS FOR REFUSAL:

1. The proposed development is inconsistent with the Metropolitan Redevelopment Authority (MRA) Redevelopment Area Objectives as outlined in Section 66 (1) of the *Metropolitan Redevelopment Authority Act 2011*, Regulation 14 of the *Metropolitan Redevelopment Authority Regulations 2011* and the Vision and Scheme Objectives of the Scarborough Redevelopment Scheme in that it fails to build a sense of place, create economic wellbeing, promote urban efficiency or social inclusion or enhance connectivity or environmental integrity within the Scarborough Redevelopment Area. (Refer to Advice Note a)
2. The proposed development is inconsistent with Clause 5.17 of the Scarborough Redevelopment Scheme 'Key Matters for Consideration in Determination' in that the increased development yield would be contrary to orderly and proper planning as the proposal represents an overdevelopment of the site not contemplated within the planning framework. (Refer to Advice Note b)
3. The proposed development is inconsistent with Sections 4.1 'Height', 4.2 'Podium' and 4.3 'Towers' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines (the Design Guidelines), in that:
 - i. it exceeds the permitted base height of 12 storeys up to 43 metres **and bonus height of up to 18 storeys (64 metres)**;
 - ii. the podium height exceeds the permitted height of 3 storeys up to 11.5 metres;
 - iii. the proposed towers exceed the maximum floorplate dimensions of 30 x 35 metres; and
 - iv. the site cover exceeds the permitted maximum of 80%.

which ~~individually and~~ collectively result in a building of excessive bulk and scale that is inconsistent with the Design Intent of the Design Guidelines and the established and intended built form and character of the area. (Refer to Advice Note c)

4. The proposed development is inconsistent with Section 2.2 'Design Excellence' of the Scarborough Design Guidelines, as it has not demonstrated good design across all aspects of the development or demonstrated achievement of design excellence. (Refer to Advice Note d)
5. The proposed development is inconsistent with Sections 3.1 'Streetscape', 3.2 'Active Edges' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines, as it has not demonstrated a streetscape interface outcome which responds to the existing or envisaged character of the area and contains inactive frontages including where the pocket park and above ground parking areas abut the street edge which undermines the required physical interaction between buildings and pedestrians at street level and compromises pedestrian and occupant amenity. (Refer to Advice Note e)

6. The proposed development is inconsistent with Section 4.4 'Building Layout and Orientation' of the Scarborough Design Guidelines with regard to access to natural light and ventilation as the proposal does not orientate internal spaces to maximise access to natural light and ventilation as some rooms capable of human habitation are provided without direct access to natural light or ventilation. (Refer to Advice Note f)
7. The proposed development is inconsistent with Section 5.2 'Parking' of the Scarborough Design Guidelines as the proposal does not include a sufficient number of residential visitor parking bays and has not demonstrated that the proposal will not result in unsafe and inconvenient visitor accessibility. (Refer to Advice Note g)
8. The proposed development is inconsistent with Section 5.4 'Storage' of the Scarborough Design Guidelines as the proposal does not provide all dwellings with useable, easily accessible and lockable, externally accessed storage to enhance liveability and functionality. (Refer to Advice Note h)
9. The proposed 'Build to Rent' multiple dwellings do not meet the minimum development standards for residential dwellings under the Scarborough Design Guidelines and State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments, which detracts from the future adaptability of the development and the long-term sustainability of the proposal. (Refer to Advice Note i)

ADVICE NOTES:

- a) With regard to Reason for Refusal 1, the proposed development is inconsistent with the Redevelopment Area Objectives, as detailed below:

Sense of Place

- The height, bulk and scale of the proposed development is inconsistent with the vision and intended character for Scarborough established under the approved Scarborough Master Plan and Design Guidelines in that the massing of the built form is significantly over what would be contemplated under the Design Guidelines.
- The scale of the proposed development will have a negative impact on the amenity of neighbours and the locality as it does not respond appropriately to the streetscape or site context.
- The combined 40 bay undersupply of residential and non-residential visitor car parking will have a negative impact on the amenity of adjacent local streets and the locality.
- The design incorporates inefficiencies and inadequate levels of residential and public realm amenity that do not demonstrate a high-quality design outcome such as inactive frontages and limited opportunities for high-quality landscaping, overshadowing of public and private realms and insufficient wind mitigation measures to balconies and the public realm to ensure safe and comfortable environments.

Economic Wellbeing

- The proposal does not offer the active commercial frontage following 'main street design principles' envisaged along West Coast Highway, with only a small shop proposed at ground floor that is partially recessed.
- The proposed total 40 bay parking shortfall is likely to put pressure on other public bays in the area, which are already at capacity during peak beach periods. A lack of parking availability in the area is likely to undermine the economic success of the foreshore precinct.

Urban Efficiency

- The increased yield proposed represents an overdevelopment of the site, which is contrary to orderly and proper planning and puts pressure on the surrounding infrastructure.
- The excessive bulk and scale of the proposed development would have a detrimental impact on the amenity of the surrounding area as it does not respond to, or integrate with, the existing or desired character of the streetscape or locality, impacting on the private and public realms by way of overshadowing and wind.

Social Inclusion

- The proposal does not include adequate visitor parking (combined 40 residential and non-residential visitor bay shortfall) or residential storage facilities (shortfall of 191 stores) to accommodate and support the needs of

a wide range of occupant types including families, downsizer and independent living occupants which may lead to the exclusion of dwelling access to vulnerable demographic groups.

- The on-site communal spaces do not promote a high level of opportunity for social engagement for a diverse range of user types and has limited access to and green spaces for active and passive recreation activities.

Connectivity

- The proposed development does not appropriately connect people and places as it does not provide sufficient visitor parking bays on site, representing a 59% shortfall. This restricts access to the development and puts pressure on other public bays in the area, which are already at capacity during peak beach periods.
- The proposal does not mitigate impacts to existing street and foreshore reserve parking stress within the Scarborough Redevelopment Area.

Environmental Integrity

- The proposal does not incorporate appropriate mitigation strategies to reduce the potential unsafe and uncomfortable anticipated resultant wind impacts on the private and public realm.
- The proposed built form would overshadow a greater number of sites compared to a compliant design scheme, which unduly compromises solar access to the surrounding area.

b) With regard to Reason for Refusal 2, Clause 5.17 of the Scarborough Redevelopment Scheme requires DevelopmentWA to have regard to key matters including, but not limited to:

- the Scheme Vision and Objectives and the achievement of sustainable development;
- public and stakeholder comments;
- the requirements of orderly and proper planning; and
- the current and intended amenity of the locality.

The proposal is not consistent with the Scheme Vision and Objectives or the intended amenity of the locality given:

- the development has not achieved the requisite level of Design Excellence from DevelopmentWA's Design Review Panel (DRP);
- the proposed building layout and design results in unresolved indoor environmental quality deficiencies and impeded functionality, liveability and amenity of dwellings;
- the development detracts from the creation of a great public environment as the development interface with West Coast Highway does not strongly promote activation, legibility and passive surveillance;
- the proposal does not offer the active commercial frontage following 'main-street design principles' envisaged along West Coast Highway, with only a small shop proposed at ground floor that is partially recessed, with limited pedestrian cover, and therefore lack of comfort, provided at the street edge;

- the proposal does not include mitigation strategies for all anticipated resultant wind impacts which is not highly responsive to the coastal environmental and streetscape context;
 - the proposal results in excessive height, bulk and scale that is not highly responsive to the site context, as discussed further in this report; and
 - the proposed building design, height and massing, street level response and parking variations are not sympathetic to the surrounding context and compromise the achievement of the Sense of Place, Urban Efficiency, Connectivity and Environmental Integrity objectives.
- c) With regard to Reason for Refusal 3, Section 4.1 'Height' of the Scarborough Design Guidelines permits a maximum overall building height of 12 storeys on the subject site, with potential for an additional 6 storeys (to a maximum of 18 storeys), at the discretion of DevelopmenWA, where the application demonstrates all of the following:
- Design Excellence; and
 - one or more of the items identified under 'Requirements for Additional Storeys' in Section 4.1 of the Guidelines; and
 - compliance with the common and site-specific controls applicable to the site.

The proposed development has not demonstrated design excellence or compliance with the common and site-specific controls such that the potential additional 6 storeys is not warranted.

The overall built form is inconsistent with the existing and intended character and amenity of the area, does not represent a human-scale to the adjacent streetscape and reduces opportunities for views through the site.

- d) With regard to Reason for Refusal 4, the proposed development has not demonstrated compliance with Section 2.2 'Design Excellence' of the Scarborough Design Guidelines for the following reasons:

Innovation and Creativity

- The development has not responded creatively or innovatively to the strengths or constraints of the site through site planning or refined development details to minimise impacts of development on the public realm or adjoining properties.
- The rooftop design, including the siting, height variation and treatment of the plant rooms has not been resolved to reflect an innovative or creative solution.

Functionality and Build Quality

- Inadequate functionality and internal indoor environmental quality of apartments and balconies and a lack of legibility and comfort for residents, pedestrians and visitors at the street level and within the public realm and public 'pocket park' environment.
- Inefficient floor plans and unresolved spatial relationships that does not optimise efficiency and compromise occupant amenity.

- Connection to and the communal benefit of proposed landscaping is not embedded into the proposal and has not developed along with the design of the built form

Efficiency and Sustainability

- Inadequate access to natural light and ventilation to some apartments and lack of integration of deliberate and effective areas of landscaping.

Responsiveness to Context

- The height and bulk of the development does not respond to the existing or envisaged scale and character of the streetscape or site context and insufficient activation of street frontages.
- Unresolved wind mitigation measures to exposed corner balconies and the public realm.

- e) With regard to Reason for Refusal 5, the Scarborough Design Guidelines require new buildings to build upon the existing sense of place and urban-coastal character of Scarborough through the sensitive use of forms and materials, which build upon the history and relate well to the local climate, and active and engaging streetscapes.

The proposal is considered to be inconsistent with Section 3.1 'Streetscape', Section 3.2 'Active Edges' and Section 7.4.1 'Beach Road Inner Core' of the Design Guidelines given that:

- the bulk and scale of the development is substantially greater than existing built form, or that envisaged under the Scarborough Master Plan and Design Guidelines;
- the publicly accessible area of the development, being the 'pocket park' adjacent to West Coast Highway, lacks attraction and amenity to support visitors in the space and does not contribute to a stimulating and effective network of high-quality streets; and
- approximately 43 metres (71.8%) of the street level interface along West Coast Highway comprises inactive frontage, due to deep setbacks to the 'residents lobby' and 'mail and parcel' rooms at ground level, car parking and balcony screening and solid balcony balustrades on the podium level which is not consistent with 'main street' principles or maximise physical interaction between buildings and pedestrians at street level and above as intended for the Beach Road Inner Core Precinct.

- f) With regard to Reason for Refusal 6, the Scarborough Design Guidelines require new development to provide adequate levels of amenity for the future residents and occupants of the proposed development, while mitigating any potential impact on the amenity of neighbouring sites and the public realm.

The proposed development is considered to be inconsistent with Section 4.4 'Building Layout and Orientation' of the Design Guidelines in that:

- the apartments with rooms of approximately 8m² that are not provided with direct access to natural light will compromise environmental indoor quality for future occupants of those apartments;
 - the height and tower floorplate dimensions of the building result in a proposed overshadow that is taller and wider than intended to be cast from compliant development on the site and results in overshadow to the Scarborough Foreshore Reserve public realm; and
 - The proposal does not incorporate appropriate mitigation strategies to reduce the potential unsafe and uncomfortable anticipated resultant wind impacts on the public realm.
- g) With regard to Reason for Refusal 7, the Scarborough Design Guidelines require sufficient car parking to be provided to accommodate the anticipated requirements of the development, encouraging alternate means of transport.

The proposed development is considered to be inconsistent with section 5.2 'Car Parking' and does not appropriately connect people and places as it does not provide sufficient visitor parking bays on site, representing a 59% shortfall. This restricts access to the development and puts pressure on other public bays in the area, which are already at capacity during peak beach periods.

In addition, the proposed car~~k~~ parking arrangement with all bays at or above ground level, rather than in a subterranean basement, exacerbates the bulk and scale of the podium, which detracts from the Design Intent of Section 5.2, which requires parking to be designed so as to not impact on the public realm.

- h) With regard to Reason for Refusal 8, the Scarborough Design Guidelines require all apartments to be provided with a level of useable storage to enhance liveability and functionality. The proposed development does not include storage opportunities for all apartments which will limit the functionality and liveability for future residents and preclude the apartments from being a suitable housing option for a range of diverse occupant needs.
- i) With regard to Reason for Refusal 9, the proposed 'Built to Rent' development features various functionality and amenity deficiencies, including an undersupply of storerooms and parking bays, which are proposed on the basis that the operational requirements and rental tenant demand are different to that of a typical, strata titled, residential development. However, noting that the proposal would be classified as a standard 'Multiple Dwelling' land use under Appendix 3 – Defined Land Uses of the Scarborough Redevelopment Scheme, if the units were strata titled and converted to standard units in future, they would not meet the minimum development standards for apartments under the Scarborough Design Guidelines or the benchmark State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments. This outcome detracts from the future adaptability of the development as housing demand changes over time and therefore detracts from the long-term sustainability of the proposal.

Appendix 1

REGULATORY ASSESSMENT

Redevelopment Area Objectives

The proposed development is considered to be contrary to the Redevelopment Area Objectives as reflected in Clause 2.3 of the Scarborough Redevelopment Scheme, as follows:

Sense of Place

- The height, bulk and scale of the proposed development is inconsistent with the vision and intended character for Scarborough established under the approved Scarborough Master Plan and Design Guidelines in that the massing of the built form is significantly over what would be contemplated under the prescribed height limitations of the Design Guidelines.
- The scale of the proposed development will have a negative impact on the amenity of neighbours and the locality as it does not respond appropriately to the streetscape or site context.
- The combined 40 bay undersupply of residential and non-residential visitor car parking will have a negative impact on the amenity of adjacent local streets and the locality; and
- The development detracts from the creation of a great public environment as the development interface with West Coast Highway does not strongly promote activation, legibility and passive surveillance.

Economic Wellbeing

- The proposed 262 dwellings would contribute a significant population to the area with the potential to enhance local economic activity within Scarborough, however the proposal represents an overdevelopment of the site not contemplated within the planning framework.
- The proposal does not offer the active commercial frontage following 'main-street design principles' envisaged along West Coast Highway, with only a small shop proposed at ground floor that is partially recessed, with limited pedestrian cover, and therefore lack of comfort, provided at the street edge.
- The proposed total 40 bay parking shortfall is likely to put pressure on other public bays in the area, which are already at capacity during peak beach periods. A lack of parking availability in the area is likely to undermine the economic success of the foreshore precinct.

Urban Efficiency

- The proposed development contributes to a critical mass of population aligned with the envisaged high-density mixed-use precinct, but the increased yield proposed is an overdevelopment of the site that is not in accordance with orderly and proper planning and puts pressure on the surrounding infrastructure.
- The excessive bulk and scale of the proposed development would have a detrimental impact on the amenity of the

surrounding area as it does not respond to, or integrate with, the existing or desired character of the streetscape or locality.

Social Inclusion

- The proposal exceeds the minimum required 12% (32) affordable dwellings, with 15% proposed to facilitate a range of affordable housing options within the Redevelopment Area.
- While the proposal varies the permitted diverse housing requirements (more single bedroom and fewer three-bedroom dwellings), the applicant submits that the proposed BTR development is unique for Scarborough with the proposed housing mix responding to a typology gap in the Scarborough rental market.
- The proposal does not include adequate visitor parking or (combined 40 residential and non-residential visitor bay shortfall) or residential storage facilities (shortfall of 191 stores) to accommodate and support the needs of a wide range of occupant types including families, downsizer and independent living occupants which may lead to the exclusion of dwelling access to vulnerable demographic groups.
- The on-site communal spaces do not promote a high level of opportunity for social engagement for a diverse range of user types and has limited access to and green spaces for active and passive recreation activities.

Connectivity

- The proposal does not effectively mitigate impacts to existing street and foreshore reserve parking stress within the Scarborough Redevelopment Area.
- The proposal does not appropriately connect people and places as it does not provide sufficient visitor parking bays on site, representing a 59% shortfall. This restricts access to the development and puts pressure on other public bays in the area, which are already at capacity during peak beach periods.

Environmental Integrity

- The proposal commits to achieving a 5 Star Green Star (as Built) rating and incorporates sustainability infrastructure in the design, including water reduction and water sensitive design.
- The proposal does not incorporate appropriate mitigation strategies to reduce the potential unsafe and uncomfortable anticipated resultant wind impacts on the public realm.
- The proposed built form would overshadow a greater number of sites compared to a compliant design scheme, which unduly compromises solar access to the surrounding area.

Reasons for Refusal

REASONS FOR REFUSAL:

1. The proposed development is inconsistent with the Metropolitan Redevelopment Authority (MRA) Redevelopment Area Objectives as outlined in Section 66 (1) of the *Metropolitan Redevelopment Authority Act 2011*, Regulation 14 of the *Metropolitan Redevelopment Authority Regulations 2011* and the Vision and Scheme Objectives of the Scarborough Redevelopment Scheme in that it fails to build a sense of place, create economic wellbeing, promote urban efficiency or social inclusion or enhance connectivity or environmental integrity within the Scarborough Redevelopment Area. (Refer to Advice Note a)
2. The proposed development is inconsistent with Clause 5.17 of the Scarborough Redevelopment Scheme 'Key Matters for Consideration in Determination' in that the increased development yield would be contrary to orderly and proper planning as the proposal represents an overdevelopment of the site not contemplated within the planning framework. (Refer to Advice Note b)
3. The proposed development is inconsistent with Sections 4.1 'Height', 4.2 'Podium' and 4.3 'Towers' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines (the Design Guidelines), in that:
 - i. it exceeds the permitted base height of 12 storeys up to 43 metres and bonus height of up to 18 storeys (64 metres);
 - ii. the podium height exceeds the permitted height of 3 storeys up to 11.5 metres;
 - iii. the proposed towers exceed the maximum floorplate dimensions of 30 x 35 metres; and
 - iv. the site cover exceeds the permitted maximum of 80%.

which collectively result in a building of excessive bulk and scale that is inconsistent with the Design Intent of the Design Guidelines and the established and intended built form and character of the area. (Refer to Advice Note c)

4. The proposed development is inconsistent with Section 2.2 'Design Excellence' of the Scarborough Design Guidelines, as it has not demonstrated good design across all aspects of the development or demonstrated achievement of design excellence. (Refer to Advice Note d)
5. The proposed development is inconsistent with Sections 3.1 'Streetscape', 3.2 'Active Edges' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines, as it has not demonstrated a streetscape interface outcome which responds to the existing or envisaged character of the area and contains inactive frontages including where the pocket park and above ground parking areas abut the street edge which undermines the required physical interaction between buildings and pedestrians at street level and compromises pedestrian and occupant amenity. (Refer to Advice Note e)

6. The proposed development is inconsistent with Section 4.4 'Building Layout and Orientation' of the Scarborough Design Guidelines with regard to access to natural light and ventilation as the proposal does not orientate internal spaces to maximise access to natural light and ventilation as some rooms capable of human habitation are provided without direct access to natural light or ventilation. (Refer to Advice Note f)
7. The proposed development is inconsistent with Section 5.2 'Parking' of the Scarborough Design Guidelines as the proposal does not include a sufficient number of residential visitor parking bays and has not demonstrated that the proposal will not result in unsafe and inconvenient visitor accessibility. (Refer to Advice Note g)
8. The proposed development is inconsistent with Section 5.4 'Storage' of the Scarborough Design Guidelines as the proposal does not provide all dwellings with useable, easily accessible and lockable, externally accessed storage to enhance liveability and functionality. (Refer to Advice Note h)
9. The proposed 'Build to Rent' multiple dwellings do not meet the minimum development standards for residential dwellings under the Scarborough Design Guidelines and State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments, which detracts from the future adaptability of the development and the long-term sustainability of the proposal. (Refer to Advice Note i)

ADVICE NOTES:

- a) With regard to Reason for Refusal 1, the proposed development is inconsistent with the Redevelopment Area Objectives, as detailed below:

Sense of Place

- The height, bulk and scale of the proposed development is inconsistent with the vision and intended character for Scarborough established under the approved Scarborough Master Plan and Design Guidelines in that the massing of the built form is significantly over what would be contemplated under the Design Guidelines.
- The scale of the proposed development will have a negative impact on the amenity of neighbours and the locality as it does not respond appropriately to the streetscape or site context.
- The combined 40 bay undersupply of residential and non-residential visitor car parking will have a negative impact on the amenity of adjacent local streets and the locality.
- The design incorporates inefficiencies and inadequate levels of residential and public realm amenity that do not demonstrate a high-quality design outcome such as inactive frontages and limited opportunities for high-quality landscaping, overshadowing of public and private realms and insufficient wind mitigation measures to balconies and the public realm to ensure safe and comfortable environments.

Economic Wellbeing

- The proposal does not offer the active commercial frontage following 'main street design principles' envisaged along West Coast Highway, with only a small shop proposed at ground floor that is partially recessed.
- The proposed total 40 bay parking shortfall is likely to put pressure on other public bays in the area, which are already at capacity during peak beach periods. A lack of parking availability in the area is likely to undermine the economic success of the foreshore precinct.

Urban Efficiency

- The increased yield proposed represents an overdevelopment of the site, which is contrary to orderly and proper planning and puts pressure on the surrounding infrastructure.
- The excessive bulk and scale of the proposed development would have a detrimental impact on the amenity of the surrounding area as it does not respond to, or integrate with, the existing or desired character of the streetscape or locality, impacting on the private and public realms by way of overshadowing and wind.

Social Inclusion

- The proposal does not include adequate visitor parking (combined 40 residential and non-residential visitor bay shortfall) or residential storage facilities (shortfall of 191 stores) to accommodate and support the needs of

a wide range of occupant types including families, downsizer and independent living occupants which may lead to the exclusion of dwelling access to vulnerable demographic groups.

- The on-site communal spaces do not promote a high level of opportunity for social engagement for a diverse range of user types and has limited access to and green spaces for active and passive recreation activities.

Connectivity

- The proposed development does not appropriately connect people and places as it does not provide sufficient visitor parking bays on site, representing a 59% shortfall. This restricts access to the development and puts pressure on other public bays in the area, which are already at capacity during peak beach periods.
- The proposal does not mitigate impacts to existing street and foreshore reserve parking stress within the Scarborough Redevelopment Area.

Environmental Integrity

- The proposal does not incorporate appropriate mitigation strategies to reduce the potential unsafe and uncomfortable anticipated resultant wind impacts on the private and public realm.
- The proposed built form would overshadow a greater number of sites compared to a compliant design scheme, which unduly compromises solar access to the surrounding area.

b) With regard to Reason for Refusal 2, Clause 5.17 of the Scarborough Redevelopment Scheme requires DevelopmentWA to have regard to key matters including, but not limited to:

- the Scheme Vision and Objectives and the achievement of sustainable development;
- public and stakeholder comments;
- the requirements of orderly and proper planning; and
- the current and intended amenity of the locality.

The proposal is not consistent with the Scheme Vision and Objectives or the intended amenity of the locality given:

- the development has not achieved the requisite level of Design Excellence from DevelopmentWA's Design Review Panel (DRP);
- the proposed building layout and design results in unresolved indoor environmental quality deficiencies and impeded functionality, liveability and amenity of dwellings;
- the development detracts from the creation of a great public environment as the development interface with West Coast Highway does not strongly promote activation, legibility and passive surveillance;
- the proposal does not offer the active commercial frontage following 'main-street design principles' envisaged along West Coast Highway, with only a small shop proposed at ground floor that is partially recessed, with limited pedestrian cover, and therefore lack of comfort, provided at the street edge;

- the proposal does not include mitigation strategies for all anticipated resultant wind impacts which is not highly responsive to the coastal environmental and streetscape context;
 - the proposal results in excessive height, bulk and scale that is not highly responsive to the site context, as discussed further in this report; and
 - the proposed building design, height and massing, street level response and parking variations are not sympathetic to the surrounding context and compromise the achievement of the Sense of Place, Urban Efficiency, Connectivity and Environmental Integrity objectives.
- c) With regard to Reason for Refusal 3, Section 4.1 'Height' of the Scarborough Design Guidelines permits a maximum overall building height of 12 storeys on the subject site, with potential for an additional 6 storeys (to a maximum of 18 storeys), at the discretion of DevelopmenWA, where the application demonstrates all of the following:
- Design Excellence; and
 - one or more of the items identified under 'Requirements for Additional Storeys' in Section 4.1 of the Guidelines; and
 - compliance with the common and site-specific controls applicable to the site.

The proposed development has not demonstrated design excellence or compliance with the common and site-specific controls such that the potential additional 6 storeys is not warranted.

The overall built form is inconsistent with the existing and intended character and amenity of the area, does not represent a human-scale to the adjacent streetscape and reduces opportunities for views through the site.

- d) With regard to Reason for Refusal 4, the proposed development has not demonstrated compliance with Section 2.2 'Design Excellence' of the Scarborough Design Guidelines for the following reasons:

Innovation and Creativity

- The development has not responded creatively or innovatively to the strengths or constraints of the site through site planning or refined development details to minimise impacts of development on the public realm or adjoining properties.
- The rooftop design, including the siting, height variation and treatment of the plant rooms has not been resolved to reflect an innovative or creative solution.

Functionality and Build Quality

- Inadequate functionality and internal indoor environmental quality of apartments and balconies and a lack of legibility and comfort for residents, pedestrians and visitors at the street level and within the public realm and public 'pocket park' environment.
- Inefficient floor plans and unresolved spatial relationships that do not optimise efficiency and compromise occupant amenity.

- Connection to and the communal benefit of proposed landscaping is not embedded into the proposal and has not developed along with the design of the built form

Efficiency and Sustainability

- Inadequate access to natural light and ventilation to some apartments and lack of integration of deliberate and effective areas of landscaping.

Responsiveness to Context

- The height and bulk of the development does not respond to the existing or envisaged scale and character of the streetscape or site context and insufficient activation of street frontages.
 - Unresolved wind mitigation measures to exposed corner balconies and the public realm.
- e) With regard to Reason for Refusal 5, the Scarborough Design Guidelines require new buildings to build upon the existing sense of place and urban-coastal character of Scarborough through the sensitive use of forms and materials, which build upon the history and relate well to the local climate, and active and engaging streetscapes.

The proposal is considered to be inconsistent with Section 3.1 'Streetscape', Section 3.2 'Active Edges' and Section 7.4.1 'Beach Road Inner Core' of the Design Guidelines given that:

- the bulk and scale of the development is substantially greater than existing built form, or that envisaged under the Scarborough Master Plan and Design Guidelines;
 - the publicly accessible area of the development, being the 'pocket park' adjacent to West Coast Highway, lacks attraction and amenity to support visitors in the space and does not contribute to a stimulating and effective network of high-quality streets; and
 - approximately 43 metres (71.8%) of the street level interface along West Coast Highway comprises inactive frontage, due to deep setbacks to the 'residents lobby' and 'mail and parcel' rooms at ground level, car parking and balcony screening and solid balcony balustrades on the podium level which is not consistent with 'main street' principles or maximise physical interaction between buildings and pedestrians at street level and above as intended for the Beach Road Inner Core Precinct.
- f) With regard to Reason for Refusal 6, the Scarborough Design Guidelines require new development to provide adequate levels of amenity for the future residents and occupants of the proposed development, while mitigating any potential impact on the amenity of neighbouring sites and the public realm.

The proposed development is considered to be inconsistent with Section 4.4 'Building Layout and Orientation' of the Design Guidelines in that:

- the apartments with rooms of approximately 8m² that are not provided with direct access to natural light will compromise environmental indoor quality for future occupants of those apartments;
- the height and tower floorplate dimensions of the building result in a proposed overshadow that is taller and wider than intended to be cast from compliant development on the site and results in overshadow to the Scarborough Foreshore Reserve public realm; and
- The proposal does not incorporate appropriate mitigation strategies to reduce the potential unsafe and uncomfortable anticipated resultant wind impacts on the public realm.

- g) With regard to Reason for Refusal 7, the Scarborough Design Guidelines require sufficient car parking to be provided to accommodate the anticipated requirements of the development, encouraging alternate means of transport.

The proposed development is considered to be inconsistent with section 5.2 'Car Parking' and does not appropriately connect people and places as it does not provide sufficient visitor parking bays on site, representing a 59% shortfall. This restricts access to the development and puts pressure on other public bays in the area, which are already at capacity during peak beach periods.

In addition, the proposed car parking arrangement with all bays at or above ground level, rather than in a subterranean basement, exacerbates the bulk and scale of the podium, which detracts from the Design Intent of Section 5.2, which requires parking to be designed so as to not impact on the public realm.

- h) With regard to Reason for Refusal 8, the Scarborough Design Guidelines require all apartments to be provided with a level of useable storage to enhance liveability and functionality. The proposed development does not include storage opportunities for all apartments which will limit the functionality and liveability for future residents and preclude the apartments from being a suitable housing option for a range of diverse occupant needs.
- i) With regard to Reason for Refusal 9, the proposed 'Built to Rent' development features various functionality and amenity deficiencies, including an undersupply of storerooms and parking bays, which are proposed on the basis that the operational requirements and rental tenant demand are different to that of a typical, strata titled, residential development. However, noting that the proposal would be classified as a standard 'Multiple Dwelling' land use under Appendix 3 – Defined Land Uses of the Scarborough Redevelopment Scheme, if the units were strata titled and converted to standard units in future, they would not meet the minimum development standards for apartments under the Scarborough Design Guidelines or the benchmark State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments. This outcome detracts from the future adaptability of the development as housing demand changes over time and therefore detracts from the long-term sustainability of the proposal.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to City of Stirling Comments

No.	Comment	Comment
1	Planning Comments	
1.1	<u>Building Height</u> The proposed development has been assessed against Clause 4.1 Height of the Scarborough Special Control Area Design Guidelines (Scarborough DG), with a maximum building height of 12 storeys (up to 43m) permitted where 26 storeys (90m) is proposed, and a maximum podium height of 3 storeys (11.5m) permitted where 4 storeys (13.9m) is proposed. Section 4.1 - Requirements for Additional Storeys of the Scarborough DG is as follows: <i>In order to be able to develop over the prescribed 'base height' up to a maximum of the 'additional storeys' permitted for a site, design excellence and one or more of the following must be achieved:</i> <i>Achieving Tier 1 or Tier 2 requirements on the Development WA Development Policy on Green Buildings;</i> <i>Delivery of a minimum 3 star hotel with at least 50 rooms;</i> <i>Provision of a publicly accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity.</i> <i>For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area.</i> <i>Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing.</i> <i>The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.</i> <i>Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site specific controls applicable to the site.</i> The maximum height permitted for the subject site with the inclusion of the 'additional storeys' is 18 storeys (64m). Whether the development achieves Design Excellence is to be determined by State Design Review Panel (SDRP), noting that Design Excellence would generally be met by achieving the 10 Design Principles contained within State Planning Policy 7.0. The Applicant has advised that the development will meet both the Five Star Green Star requirements, as well as the 15% Affordable Housing dwellings provision. As such, if the SDRP considers the development to achieve Design Excellence, the permitted building height will be increased to 18 storeys. However, in the absence of this approval, the City has assessed the development against the relevant areas of design intent. As the development does not achieve the permitted building height in storeys or metres (26 storeys/ 90m proposed in lieu of 12 storeys/ 43m permitted), or the permitted podium height (4 storeys/ 11.5m in lieu of 3 storeys/ 13.9m permitted), consideration is required against the Design Intent of Clause 4.1 – Height of the Scarborough DG, which is as follows: <i>Buildings will have regard to the scale of the street or place and that of their neighbours and create a clear connection and interface between the public and private realm.</i> <i>Additional height above the 'base height' as identified in the Height Plan and precinct specific chapters may be permitted as an incentive to achieve additional community benefits, over and above the standard requirements of the Design Guidelines, Development Policies and other statutory requirements.</i>	Noted. It is acknowledged that the Design Guidelines provide for a building height bonus and that the subject application is seeking additional height over and above that bonus. In light of the SDRP feedback, the Project Team have prepared amended plans to address the recommendations for achieving 'Design Excellence'. As highlighted in our original submission, the proposal addresses all other criteria supporting bonus height. Refer to Attachment 1 – Amended Development Plans and Attachment 2 – Marked Up Design Changes Plan.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough Proponent Response to City of Stirling Comments

No.	Comment	Comment
	A review against the key aspects of the Scarborough DG Design Intent is provided below:	
1.2	<u>Scale of the Street or Place</u> The City has undertaken a streetscape analysis to determine if the proposed building heights are consistent with the scale of the established and future built form context. This analysis as shown in Figure 1 below, demonstrates that the existing context of the locality is primarily low density, two to three-storey residential developments. The site is adjacent to the Rendezvous hotel, which at 16 storeys in height and less than the ‘bonus height’ maximum height of 18 storeys as permitted under the Scarborough DG. Sites directly adjoining are permitted to have a height ranging from 12 to 18 storeys, inclusive of the height bonus which would establish the expected future context. The only adjacent property subject to a development approval under the Scarborough DG is 194 West Coast Highway, which received DevelopmentWA approval for a 24 storey Mixed Use development. The development is yet to be constructed, and the development approval has since expired; however, the City is of the understanding that an extension of time will be sought. In comparison, the proposed development is two storeys taller than the adjacent proposed development at 194 West Coast Highway and has a larger profile to West Coast Highway, with a 32m wide tower build plate frontage. The adjoining property has a 24m wide build plate (not including balconies on either building). As the proposed development at 200 West Coast Highway is wider and taller, it will likely have a greater impact on West Coast Highway and appear incongruous with both the existing and the intended built form outcome in the locality. The development also proposes a podium that is one level higher than permitted, being four storeys in lieu of the permitted three storeys. This has a cumulative detrimental impact on the streetscapes as the additional podium storey proposes a nil setback to the northern and southern boundaries, and 3m setback to the eastern boundary, which will create additional bulk. Specifically, the podium portion in isolation will be taller than the existing developments to the east and western properties in their entirety. The proposed height is contrary to the strategic vision of the Scarborough Master Plan which indicates height within the Beach Road Inner Core sub precinct is limited to a base height of 12 storeys, ensuring an appropriate level of bulk and scale. The Master Plan resulted from significant community engagement and therefore building height at this scale would be contrary to the vision and the community's expectation for the locality.	Refer to responses under the section ‘Compatibility with Future Character of the Locality’ in the Covering Letter supporting this Submission, which gives detailed consideration of interim and future interface considerations between the subject site and surrounding properties. It is relevant to note that limited development has occurred within Scarborough, meaning that there should be some expectation for transitional height variances as development transpires over time. The Scarborough precinct is in a state of transition and as a result there will be wide inconsistencies between existing and new development heights as redevelopment occurs. In terms of the comment on the tower plate size of the approved development at 194 West Coast Highway, it should be noted that this site is narrower in width (40m) and the tower floorplate width of 24m represents 60% of the lot frontage. The proposed development, with its 60m lot width, has a 32m tower floorplate which represents 53% of the lot frontage. Arguably the proposed development is more proportionate to the size and dimensions of the subject site.

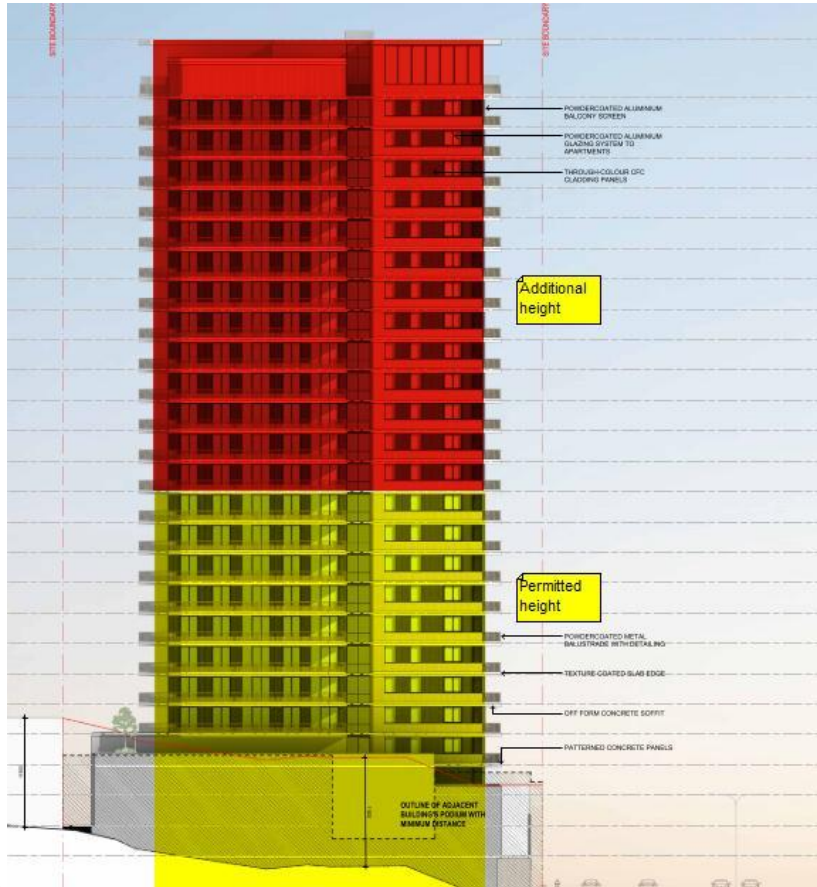
Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to City of Stirling Comments

No.	Comment	Comment
		
1.3	<u>Scale of Neighbouring Properties</u> The additional height, being 14 storeys over the permitted height (or eight storeys over the permitted height if the additional building height criteria is satisfied), is representative of over double the permitted height, which will be highly visible from the streetscape and from adjacent properties. The additional height is inconsistent with the built form outcomes envisaged by the Scarborough DG, as the DG has staggered heights which increase towards the coast. As demonstrated by Figure 2 below, the additional building height, which is not set in or transitioned away from the streetscape interface in any way will have a detrimental visual impact on the street as the additional height will make the monolithic building appear bulky. This will result in the development having an overwhelming presence on the streetscape, detrimentally impacting the emerging streetscape and surrounding properties. The proposal also excludes any transition away from surrounding properties to the rear, which have a maximum permitted height of 12m (subject to the additional height criteria being achieved). This presents a dominant building form that is not adequately or effectively mitigated. As previously noted, the proposed development includes a four-storey podium in lieu of a permitted three storey podium under the Scarborough DG. The adjacent proposed development at 194 West Coast Highway has a three-storey podium, and given podiums have a permitted setback of nil to all lot boundaries, the additional podium level will create an inconsistent street frontage as the proposal's additional storey will appear incohesive next to the approved development. It is also noted that other adjoining properties are underdeveloped, and that the additional storey does create a significant impact in	Refer to responses under the section 'Scarborough Master Plan' in the Covering Letter supporting this Submission, specifically addressing building height, podium height, tower floor plate, site cover, and setbacks.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to City of Stirling Comments

No.	Comment	Comment
	terms of these properties, with the blank walls creating a detrimental impact in terms overshadowing and amenity. 	
1.4	<u>Clear connection and interface between the public and private realm</u> The podium level, which is setback nil to the street boundary, contains a Shop, an Office, and a pocket park, all of which are directly accessible from the West Coast Highway street frontage. The pocket park contains sitting areas which are incorporated into the hardscaping of this area. As the pocket park is located next to the front entrance of the residential use, and is set into the frontage, it presents as private space, even though this pocket park is adjacent to, and accessible from, the West Coast Highway frontage. This makes it unlikely that the public will engage with this pocket park. However, the two commercial uses do directly access West Coast Highway and are likely to feel part of a cohesive and active streetscape as a result. As such, the development does provide some form of activation and engagement with the streetscape, whilst the pedestrian entrance is clearly defined, although the pocket park does not directly interface with the commercial uses. The City notes that a previous iteration of the proposed development was refused by Development WA and notes that the proposal has a high degree of consistency with the refused plans in many aspects, including the position and design of the pocket park. In their report on the previous iteration of the plans, DevelopmentWA noted the following about the similar park:	The design of the Pocket Park is constrained in the desire to create a space that is sheltered from the harsh environmental that is West Coast Highway. To protect the area from noise, wind and sun, it has been purposely designed as an intimate space. In light of feedback from the SDRP, the design of the space has been further refined to appear less 'corporate' in feel, resulting in the narrowing of the entrance to this space to have a more 'meandering' feel. Should this space be opened up further, it would likely undermine the amenity of this space.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to City of Stirling Comments

No.	Comment	Comment																												
	<i>“while the pocket park provides greening of the streetscape, the West Coast Highway adjacent location of the public pocket park minimises the potential for it to be a safe, legible, attractive and high amenity space of benefit to the community; the pocket park is also predominantly shaded from the north by the development and bound by privatised spaces on three sides, which further diminishes its public appeal;”</i> The proposal has not, in the view of the City, modified this aspect significantly enough to change the sense of disconnect between the public and private realm.																													
1.5	<u>Additional Height above the ‘Base Height’</u> The Scarborough Design Guidelines provides the requirements for a development to quality for the additional storeys above the base height. Specifically, Design Excellence and one or more additional criteria must be met. It is noted that the proposed building height of 26 storeys exceeds the maximum and maximum bonus height provisions. In addition, the podium exceeds the permitted podium height, and there are no provisions for bonus podium height within the Scarborough DG. For the reasons mentioned above, the design does not incorporate design elements above the standard requirements, nor suitably address the design intent, to warrant additional height at a rate of double what is permitted. As such, the proposed building height will result in a negative impact on the amenity of the area, does not meet the Element Objectives and therefore, should not be supported.	Despite the criteria in the Design Guidelines, it is imperative that the proposed development is assessed on its merits. Further detailed justification has been provided in our Submission.																												
1.6	<u>Parking</u> The proposed development has been assessed against Clause 5.2 Car Parking of the Scarborough DG. The table below provides a summary of the City’s car parking assessment: <table><tr><th colspan="4">Car Parking Assessment</th></tr><tr><th>Use</th><th>Provision</th><th>Variable (m², no. of dwellings)</th><th>Bays Required</th></tr><tr><td>Commercial</td><td>1 space is required per 100m² of Net Lettable Area (NLA)</td><td>114.3m² NLA</td><td>1.1 (1) bay*</td></tr><tr><td>Residential</td><td>Minimum: 0.75 bays per dwelling Maximum: Average 1.5 bays per dwelling across the development</td><td>246 dwellings</td><td>184.5 (185 bays)* minimum 369 bay average</td></tr><tr><td>Residential – Visitor</td><td>0.25 bays per dwelling</td><td>246 dwellings</td><td>61.5 (62) bays*</td></tr><tr><td colspan="3">Total Non-Residential Required</td><td>1 bay</td></tr><tr><td colspan="3">Total Residential Required</td><td>185 residential bays</td></tr></table>	Car Parking Assessment				Use	Provision	Variable (m², no. of dwellings)	Bays Required	Commercial	1 space is required per 100m² of Net Lettable Area (NLA)	114.3m² NLA	1.1 (1) bay*	Residential	Minimum: 0.75 bays per dwelling Maximum: Average 1.5 bays per dwelling across the development	246 dwellings	184.5 (185 bays)* minimum 369 bay average	Residential – Visitor	0.25 bays per dwelling	246 dwellings	61.5 (62) bays*	Total Non-Residential Required			1 bay	Total Residential Required			185 residential bays	The City’s assessment has not given regard to the visitor parking requirements of the R-Codes, which are a lesser requirement and more modern standard than that of the Design Guidelines. This Application achieves 92% of the parking required under the R-Codes and 89% of the parking required under the Design Guidelines. Refer to responses under the section ‘Parking Provision & Management in the Covering Letter supporting this Submission. Noting that the City have raised concerns about an <i>“existing parking problem in the locality resulting in parking spilling out onto the adjacent streets with unmanaged car parking leading to traffic and potential safety issues in the locality”</i> suggests that the City needs to give consideration to holistic parking management across the locality to address a larger issue, noting that the Scarborough area is both a tourist attraction that is also forecast to experience significant population growth in the future.
Car Parking Assessment																														
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Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough
 Proponent Response to City of Stirling Comments

No.	Comment			Comment																				
		62 residential visitor bays																						
	Total Car Parking Required	248 bays																						
	Total Car Bays Provided On-Site	222 bays																						
	Total Shortfall / Surplus	26 bay shortfall																						
	*Rounded to the nearest whole number																							
	The Applicant's proposed allocation of bays on-site for each component of the development is provided in the table below.																							
	<table><tr><th colspan="4">Applicant's Proposed Allocation of Car Bays On-Site</th></tr><tr><th>Use</th><th>Bays Required</th><th>Applicant's Proposed Allocation</th><th>Shortfall / Surplus</th></tr><tr><td>Commercial</td><td>1 bay</td><td>2 bays</td><td>1 bay surplus</td></tr><tr><td>Residential</td><td>185 bays</td><td>187 bays (including 5 electric shared car bays)</td><td>2 bay surplus</td></tr><tr><td>Residential – Visitor</td><td>62 bays</td><td>33 bays</td><td>29 bay shortfall</td></tr></table>			Applicant's Proposed Allocation of Car Bays On-Site				Use	Bays Required	Applicant's Proposed Allocation	Shortfall / Surplus	Commercial	1 bay	2 bays	1 bay surplus	Residential	185 bays	187 bays (including 5 electric shared car bays)	2 bay surplus	Residential – Visitor	62 bays	33 bays	29 bay shortfall	
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	The City does not support the shortfall in car parking for the proposed development. While there are sufficient bays provided on-site to accommodate the minimum parking provisions for the residents and commercial land uses, a 29 bay shortfall is proposed for the residential visitors, equating to 53% of the required bays having been provided.																							
	The significant lack of residential visitor parking within the development would increase the car parking demand generated from residential visitors within the public realm. Scarborough being a District Activity Centre, currently has a high demand for car parking in the public realm to support the various uses in the locality. The issues associated with the already in-demand car parking would only be exacerbated if required to accommodate residential visitors from this development.																							
	The proposed shortfall, which represents 47% of the required residential visitors with insufficient information provided to suggest significant rates of likely mode-shift for residential visitors or any evidence to support parking availability in the area. There is limited on-street car parking in the vicinity of the site, and no parking directly adjacent to the site, given West Coast Highway is a Primary Regional Road where stopping is not permitted. The closest public parking area is the Scarborough Beach Road car park, which is over 200m away from the subject site via pedestrian footpaths. Given the existing on-street parking is limited and is shared by other existing uses within the locality, it is not appropriate for the development to rely on-street parking to supplement residential visitors.																							
	The residential visitor car parking shortfall will likely add to the existing parking problem in the locality resulting in parking spilling out onto the adjacent streets with unmanaged car parking leading to traffic and potential safety issues in the locality. As there is a surplus of residential car parking provided, which could be used to accommodate this parking demand, either informally or through reallocation of the car parking bays.																							

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to City of Stirling Comments

No.	Comment	Comment
	Although there is a visitor parking bay booking system proposed, it is the City's view that a portion of the visitor parking bays should be available without requiring bookings, so as not to fetter ready access to available bays. It has also not been demonstrated through a management practice or otherwise how visitor parking would be managed when all the available bays are taken, to ensure that there are no adverse impacts to the locality. As such the City is of the view that the proposed car parking arrangement and associated car parking shortfall should not be supported.	
1.7	<u>Previous DevelopmentWA Application</u> The DevelopmentWA Board (the Board) considered the proposal for a 27 Storey Mixed-Use Development at Lot 572 (No.200) West Coast Highway, Scarborough at its meeting of 18 December 2023. Following consideration of the recommendation by the Scarborough Land Redevelopment Committee, outcomes of public advertising, the Design Review Panel advice and the Planning Assessment Report, the Board resolved to refuse the application. The City has attached the Board Report and Reasons for Refusal to this Referral Response. The reasons for refusal are as follows: 1. The proposed development is inconsistent with the Metropolitan Redevelopment Authority (MRA) Redevelopment Area Objectives as outlined in Section 66 (1) of the Metropolitan Redevelopment Authority Act 2011, Regulation 14 of the Metropolitan Redevelopment Authority Regulations 2011 and the Vision and Scheme Objectives of the Scarborough Redevelopment Scheme in that it fails to build a sense of place, create economic wellbeing, promote urban efficiency or social inclusion or enhance connectivity or environmental integrity within the Scarborough Redevelopment Area. (Refer to Advice Note a) 2. The proposed development is inconsistent with Clause 5.17 of the Scarborough Redevelopment Scheme 'Key Matters for Consideration in Determination' in that the increased development yield would be contrary to orderly and proper planning as the proposal represents an overdevelopment of the site not contemplated within the planning framework. (Refer to Advice Note b) 3. The proposed development is inconsistent with Sections 4.1 'Height', 4.2 'Podium' and 4.3 'Towers' and 7.4.1 'Beach Road Inner Core' of the Scarborough Design Guidelines (the Design Guidelines), in that: i. it exceeds the permitted base height of 12 storeys up to 43 metres and bonus height of up to 18 storeys (64 metres); ii. the podium height exceeds the permitted height of 3 storeys up to 11.5 metres; iii. the proposed towers exceed the maximum floorplate dimensions of 30 x 35 metres; and iv. the site cover exceeds the permitted maximum of 80%. which collectively result in a building of excessive bulk and scale that is inconsistent with the Design Intent of the Design Guidelines and the established and intended built form and character of the area. (Refer to Advice Note c) 4. The proposed development is inconsistent with Section 2.2 'Design Excellence' of the Scarborough Design Guidelines, as it has not demonstrated good design across all aspects of the development or demonstrated achievement of design excellence. (Refer to Advice Note d)	In response to the previous reasons for refusal: • Point 1: The Vision and Objectives under the previously applicable Scarborough Redevelopment Scheme is now established under the City of Stirling's Local Planning Scheme No. 3 – Scarborough Special Control Area. Refer to Section 6.1.2 Scarborough Special Control Area in the Planning Report which addresses this comment. • Point 2: This Application presents a revised design which addresses feedback from the SDRP for the purposes of achieving 'Design Excellence'. This includes improvements to the internal layout that provides functionality, liveability and amenity to dwellings, active frontages to West Coast Highway that promote activation, legibility and passive surveillance, and the provision of weather protection for pedestrians with additional pedestrian coverage at ground level. Significant consideration has also been given to wind impacts, noting that the site and general locality is very windy due to its coastal location. Mitigation measures are detailed in the Wind Assessment which accompanies the proposal. It is relevant to note that it is impractical to completely 'wind proof' the proposed development and surrounding area. In terms of the height, bulk and scale of the proposed development, and concerns surrounding parking, this is addressed in detail in the Covering Letter supporting this Submission under the heading 'Scarborough Master Plan', 'Compatibility with Future Character of the Locality', and 'Parking Provision & Management'. • Point 3: Matters pertaining to height, bulk and scale of the proposed development is addressed in detail under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission. • Point 4: The Amended Development Plans accompanying this Submission address the key feedback from SDRP for the purposes of achieving 'Design Excellence'. • Point 5: The revised design has significantly altered the development's interface to West Coast Highway. The previous extent of above-ground parking at upper levels has been significantly reduced and replaced with communal amenity areas on Level 1 which overlook the public realm. The extent and design of apartments on the level 2 and 3 podium has also been modified to maximise interface and surveillance to the street. The redesign of the ground floor interface to the street provides for direct access to the proposed pocket park and commercial tenancies from the street, with glazed frontages at ground level supporting passive surveillance. The provision of the pocket park and its proposed landscaping strategy will directly enhance pedestrian and occupant amenity. Consideration of compatibility with the existing and future character of the area is discussed under the heading 'Compatibility with Future Character of the Locality' in the Covering Letter supporting this Submission. • Point 6: The revised design does not include spaces capable of human habitation that would be provided without direct access to natural light or ventilation. As outlined in the submitted Planning Report, 91% of apartments achieve 2 hours of direct sunlight, well exceeding the 65% minimum standard under the Design Guidelines, and 79% of apartments achieve natural cross ventilation, exceeding the 60% minimum stipulated by the R-Codes. • Point 7: Refer to justification under the heading 'Parking Provision & Management' in the Covering Letter supporting this Submission. • Point 8: Refer to justification under the heading 'Storeroom Provision' in the Covering Letter supporting this Submission. • Point 9: Justification pertaining to parking and storeroom provision is provided under the heading 'Parking Provision & Management' and 'Storeroom Provision' in the Covering Letter supporting this Submission. This Application achieves 92%

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

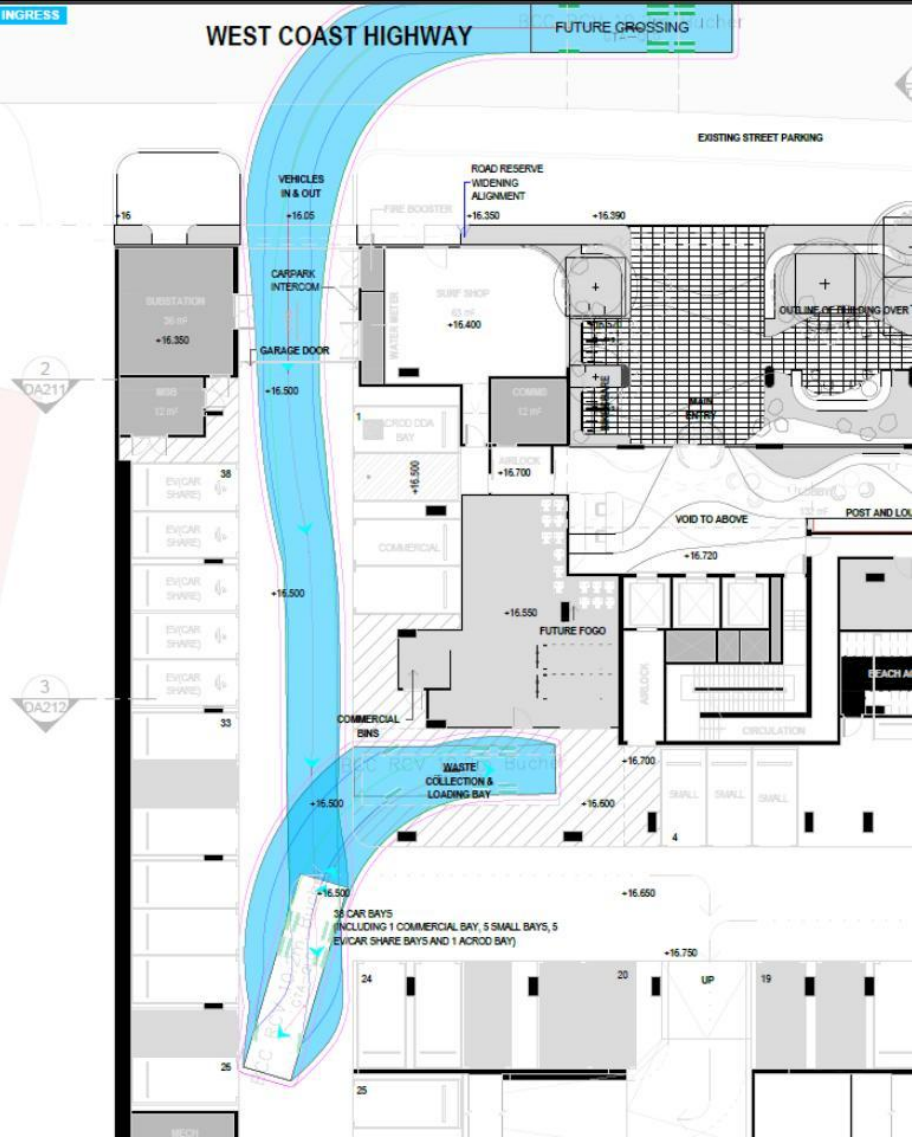
Proponent Response to City of Stirling Comments

No.	Comment	Comment
	5. The proposed development is inconsistent with Sections 3.1 ‘Streetscape’, 3.2 ‘Active Edges’ and 7.4.1 ‘Beach Road Inner Core’ of the Scarborough Design Guidelines, as it has not demonstrated a streetscape interface outcome which responds to the existing or envisaged character of the area and contains inactive frontages including where the pocket park and above ground parking areas abut the street edge which undermines the required physical interaction between buildings and pedestrians at street level and compromises pedestrian and occupant amenity. (Refer to Advice Note e) 6. The proposed development is inconsistent with Section 4.4 ‘Building Layout and Orientation’ of the Scarborough Design Guidelines with regard to access to natural light and ventilation as the proposal does not orientate internal spaces to maximise access to natural light and ventilation as some rooms capable of human habitation are provided without direct access to natural light or ventilation. (Refer to Advice Note f) 7. The proposed development is inconsistent with Section 5.2 ‘Parking’ of the Scarborough Design Guidelines as the proposal does not include a sufficient number of residential visitor parking bays and has not demonstrated that the proposal will not result in unsafe and inconvenient visitor accessibility. (Refer to Advice Note g) 8. The proposed development is inconsistent with Section 5.4 ‘Storage’ of the Scarborough Design Guidelines as the proposal does not provide all dwellings with useable, easily accessible and lockable, externally accessed storage to enhance liveability and functionality. (Refer to Advice Note h) 9. The proposed ‘Build to Rent’ multiple dwellings do not meet the minimum development Standard for residential dwellings under the Scarborough Design Guidelines and State Planning Policy 7.3 – Residential Design Codes Volume 2 Apartments, which detracts from the future adaptability of the development and the long-term sustainability of the proposal. (Refer to Advice Note i) With reference to the reasons for refusal listed above, the City notes that the proposal has a high degree of consistency with the refused development in many aspects, notwithstanding the statements from the Applicant in their planning report, that the development has been designed to address the reasons for refusal. As such, the City has considered the proposed development against the previous development’s reasons for refusal.	of the parking required under the R-Codes and 89% of the parking required under the Design Guidelines. In terms of storeroom provision, the Amended Development Plans provide a 170% increase in storeroom provision for the proposed development. Despite the demand for rental accommodation increasing and expected to continue to increase in the future, this provision is considered adequate for the purposes of considering whether the development is ‘adaptable’ should housing demand change over time in favour of individual private ownership.
2	TECHNICAL COMMENTS The following technical comments are provided from the following City’s service areas, being Engineering Services, Parks and Sustainability, and Environmental Health, and Verge Control.	
2.1	Engineering Services The following engineering comments are provided: - The property is impacted by West Coast Highway Road widening, and Main Roads Western Australia (MRWA) will be required to provide comments on this road widening. - As West Coast Highway is a Primary Regional Road and under the control of MRWA in accordance with Powers of Local Governments under the Metropolitan Region Scheme (MRS) (DEL2025/04), MRWA will need to consider and comment on the provided Transport Impact Assessment. - The 5.5m wide crossover could see vehicles turning in having to wait on West Coast Highway when a vehicle is waiting to exit. This is a traffic safety issue. The City’s standard vehicle crossover widths for crossovers servicing commercial service vehicles is a minimum of 6m, to a maximum width of 10m. It is noted that MRWA may have further requirements relating to crossover widths.	The Development Plans have been amended to correctly reference the crossover requirement at 6m wide. The proposed development has been amended so that the fire booster is located wholly within the property boundary and does not open over the road widening boundary or the entrance into the development. The revised design also provides truncations at the entrance to the development to provide for sightlines for vehicles entering and exiting the site. Due to design requirements for the substation however, the standards of which were increased by Western Power earlier this year, the southern truncation could not achieve a 2.5m x 2m sightline as per AS2890.1, and instead a 1.5m x 1.5m truncation is provided in accordance with Acceptable Outcome 3.8.7 of Element 3.8 of the R-Codes Volume 2. In addition to this, traffic management measures such as mirrors, signage, flashing lights and/or buzzers can be incorporated on the building to inform pedestrians and cyclists of vehicle movements exiting the subject site. It is proposed that the specific measurements be confirmed as a condition of development approval. In terms of the waste vehicle headroom clearance, the City has confirmed that a 10.2m long and 3.4m high rear loader truck will be used for waste collection, which requires a minimum 3.5m height clearance. In terms of delivery vehicles, the proposed

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough Proponent Response to City of Stirling Comments

No.	Comment	Comment
	- The development has a nil street setback to the future lot boundary where the driveway meets the street. This does not provide any visibility for vehicles and pedestrians to see each other and is a traffic safety risk. As per Australian Standards AS2890.1, a 2.5m x 2m sightline truncation is required, aligned to the road widening boundary. - The development shows waste pickup internally from a dedicated “Waste Collection & Loading Bay”, with the Transport Impact Assessment showing turning movements for a 10m truck to access this bay, however, there is only a 4m ceiling height for the ground floor, which will accommodate a head height of approximately 3.5m once services are provided, which would be insufficient clearance to accommodate 10m waste and delivery truck vehicles. The ground floor parking area must provide a minimum head height of 4.5m in compliance with Australian Standard AS 2890, clear of any obstructions, to accommodate the waste truck and bin pickup requirements as well as standard delivery vehicle trucks. The 4.5m head height clearance also applies to the entry opening and internal garage door to allow the trucks to enter the development. This will require modifications to the built form which will impact the overall development. As such, the waste servicing and delivery arrangements as proposed will not be functional. - The turning movements in the Transport Impact Assessment demonstrates a 10m truck occupying both traffic lanes in West Coast Highway to access the proposed crossover. This will restrict traffic movements along West Coast Highway. West Coast Highway is a 60km/hr Primary Distributor Road carrying almost 40,000 vehicles per day, straddling lanes is unlikely to be supported by MRWA and would present a safety issue for motorists. - The site access needs to be modified to ensure that the 10m truck can turn into the site without impacting traffic occupying the median traffic lane. - Additionally, the column opposite bay 24 blocks manoeuvring for the Waste Collection & Loading Bay, as demonstrated by Diagram 4 of the Waste Management Plan. - The fire booster needs to be relocated or amended to be wholly within the property boundary and so that the door does not open over the road widening boundary.	development will not be accommodating large heavy rigid delivery vehicles, as would be typical for larger commercial developments, such as supermarkets, where loading docks are provided. Rather, the development incorporates two small scale commercial tenancies which can be serviced by smaller commercial vehicles (which typically fit within 3.5m height clearance). An amended Transport Impact Assessment has been provided which addresses access requirements for the delivery vehicle and confirms that a 3.5m headroom clearance is required (not 4.5m as suggested). The TIA has been amended to adjust the vehicle manoeuvring, ensuring that the waste vehicle does not conflict with the column opposite bay 24. We note that MRWA have no provided any objection to the proposed development. Refer to Attachment 1 – Amended Development Plans and Attachment 6 – Amended Transport Impact Assessment.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough
Proponent Response to City of Stirling Comments

No.	Comment	Comment
	 Amended plans and additional information will be required to address the abovementioned matters.	
3	Parking and Sustainability The following Parks and Sustainability comments are provided: • All the trees on the ground floor within true deep soil area are small trees. Conversely, the large trees are proposed built on structure at level 4, within a 1m deep planter. 1m depth is not sufficient for large trees, as it does not provide them with sufficient depth to establish safely or for the long term, particularly in a windy coastal environment. • There is an opportunity to locate the large and medium trees at ground level instead, which will also provide shade to the streetscape. • The Scarborough DG does not provide requirements for deep soil area per tree, however using <i>Residential Design Codes Volume 2 – Apartments</i> as a guideline, a small tree requires 9m² deep soil area, a medium tree requires 36m² and a large tree requires 64m². The deep soil areas are	An Amended Landscape Concept Report has been prepared which addresses the following: - The indicative planter depth is shown as being a minimum of 1m deep and is not intended to represent a maximum depth. Additional depth can be addressed through the submission of a detailed landscaping plan required as a condition of development approval. - There is insufficient space to include a large tree on the ground floor, and if provided, it would undermine the ability to provide also provide smaller trees. Notwithstanding, the Landscape Concept Report has been amended to include one (1) medium tree and six (6) small trees in lieu of six (6) small trees as was originally proposed. - Tree sizes and species selections have been adjusted to appropriately reflect the required deep soil area requirements and coastal environment. Should further changes be required, there is an opportunity to refine species selection as part of the detailed landscaping plan required as a condition of development approval. - The proposed <i>Melaleuca leucadendra</i> has been amended in the amended Landscape Concept Report. Refer to Attachment 3 – Amended Landscape Concept Report.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to City of Stirling Comments

No.	Comment	Comment
	generally insufficient for the tree sizes proposed. For instance, Level 5 is provided with 97m² of deep soil area for two large and two medium trees, where 200m² would be required. - With respect for species selection, <i>Banksia Grandis</i> is proposed for the ground floor. Banksias are notoriously difficult to establish, even in parkland environments, so their ability to thrive in this urban environment is doubtful. This should be replaced with a more suitable tree species. - The large tree proposed is <i>Melaleuca leucadendra</i> – this is more a medium tree that grows 8 to 10m tall and 5-7m wide (not 15m wide as the landscape documents suggest). This should be replaced with a more suitable large tree species. Amended plans and additional information will be required to address the abovementioned matters.	
4	ENVIRONMENTAL HEALTH The City advises that there are numerous Health requirements, which can be provided via appropriate condition-setting, should the Panel be of a mind to support the application.	Noted.
5	Verge Control The following Verge Control comments are provided: - The crossover is required to meet the City's commercial crossover requirements, including a minimum width of 6m, for commercial deliveries and waste servicing. The crossover is proposed to be 5.5m. - The crossover splays can also be increased, which will improve access and egress to and from the site. - This will provide more lenience for the swept paths and result in better access and egress. - The substation, and water meter cabinets currently open into the driveway. They cannot open or encroach into the driveway as this will be used for 24 hours and this creates a safety issue.	The Development Plans have been amended to correctly reference the crossover requirement at 6m wide. The revised design also includes adjustments to the fire booster and substation at the entrance to the development to provide for a sightline truncation for vehicles entering the site. The substation, fire booster and water meter were also adjusted so that the doors do not open on to the driveway. Refer to Attachment 1 – Amended Development Plans.
6	OTHER COMMENTS	
6.1	Additional Comments - The City notes that the development plans indicate 'existing street parking' on West Coast Highway. This street parking was removed in 2025 and replaced by a bus embayment. For the purpose of accuracy, this should be reflected on the plans. Additionally, this should be addressed in the Traffic Impact assessment. Street parking in this location would block sightlines and would not be supported. - There is an easement burden at the rear of the property which may have implications for the design. - It is recommended all road reserve infrastructure be appropriately indicated in the development plans and supporting information.	The Development Plans have been amended to illustrate a proposed left-turn slip lane and bus embayment on West Coast Highway.
6.2	Draft Local Planning Scheme No. 4 The City has prepared a new Local Planning Scheme No.4 (LPS4) to replace LPS3. On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. As of Wednesday 18 June 2025, draft LPS4 has been accepted by the Department of Planning, Lands and Heritage for final assessment and determination. The relevant proposed planning provisions of draft LPS4 for the subject site include: Zoning: 'Centre' (R-AC0).	Noted. Refer to Section 5.2.3 of the Planning Report supporting this Application which addresses draft Local Planning Scheme No. 4.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough
Proponent Response to City of Stirling Comments

No.	Comment	Comment
	• A 'Dwelling' land use is classified as 'D'. • A 'Restaurant/Café' land use is classified as 'P'. • The objectives for the 'Centre' zone are: ○ To provide a focal point for a broad range of land uses to meet the community's district and/or sub-regional needs, consistent with the centre's level in the activity centre hierarchy. ○ To facilitate a range of employment to contribute towards the sub-region's employment self-sufficiency. To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.	

Reference: SD-030-24
Date: 4 September 2026

Advice to: Significant Development Assessment Unit (SDAU)
Attention: Paola Di Perna, Director SDAU

**STATE REFERRAL COORDINATION UNIT | REVISED PART 11B DEVELOPMENT APPLICATION
NO. 200 WEST COAST HWY, SCARBOROUGH | MIXED USE DEVELOPMENT**

A development application for the subject site was referred to the State Referral Coordination Unit (SRCU) on 20 January 2025, and a written State agencies response was issued on 27 February 2026. Subsequent to this, further information, revised plans and updated technical reports have been referred to SRCU as per the below:

Revised Development Application

Ref:	SD-030-24
Address:	Lot 572 (No.200) West Coast Highway, Scarborough
Original DA Proposal:	26-storey Mixed Use Development
Revised DA Proposal:	26-storey Mixed-Use development – additional information, revised plans and technical reports
Revised DA Referral Agencies:	Main Roads WA; Department of Transport and Major Infrastructure; Public Transport Authority

State Agencies Referral Response - Summary

The applicant has provided a revised development application package in response to matters raised by the SDAU following the State Government, local government and public consultation phase of the development assessment.

In relation to matters raised in the State Agencies Advice of 27 February 2026, the revised development package has generally addressed most matters raised by Main Roads WA, the Department of Transport and Major Infrastructure (DTMI), and the Public Transport Authority (PTA). It is considered that matters relating to retention of the existing bus embayment along West Coast Highway, projections into Planning Control Area No. 177, and noise management, as raised by Main Roads WA and PTA in this Revised DA State Agencies Advice, can be resolved via conditions of approval, should the development application be approved.

Please refer below for more detailed State agency referral advice on the revised development application, including recommended conditions of development approval.



A/Planning Director, State Referral Coordination Unit

Department of Planning, Lands and Heritage

Date: 4 September 2026

Revised Development Application – State Agencies Advice

Transport, Traffic and Access

The State Agencies Advice of 27 February 2026 requested that revised plans and technical reports be provided to address the following issues:

Transport Impact Assessment

- Provide an intersection treatment warrant assessment to determine whether an upgrade to the West Coast Highway vehicle access point is required;
- Based on the forecast trip generation, consideration should be given to the provision of an auxiliary left-turn lane to safely accommodate movements into the site; and
- A sight distance assessment for the proposed access point.

Acoustic Report

- The type of asphalt used as a noise model input for Scarborough Beach Road must be specified;
- Noise modelling and treatment recommendations must be prepared for 2046, in accordance with the SPP 5.4 requirement for a 20-year planning horizon; and
- The most up-to-date modelled traffic projections must be obtained from Main Roads' Transport Modelling branch.

Development Plans

- Change the wording shown on the road reserve area of the relevant floor plans which currently states 'existing street parking' to state 'existing bus embayment' and where possible show the bus embayment on the plans;
- Following the above requested amendments to the TIA, revise the vehicle access, where necessary;
- Modify the ground floor plan to ensure the door to the fire booster cabinet does not open across the Planning Control Area / future road reserve; and
- A minimum of five u-rails (10 space capacity) for visitor bicycle parking be provided outside, near the entrance of the building, and under shade where possible.

A revised development application, including revised plans and a revised Transport Impact Assessment (TIA) and Noise Management Plan, was referred to the State Referral Coordination Unit on 6 August 2026, for coordinated referral advice from Main Roads WA, PTA and DTMI.

It is considered that the revised development package has generally addressed most matters raised in the State Agency Advice dated 27 February 2026, however, some further suggestions for improvements are provided below.

Left turn pocket and bus embayment

In response to Main Roads WA advice, an intersection treatment warrant assessment has been undertaken, in conjunction with an analysis of the existing and forecast traffic volumes and road geometry constraints, to determine whether an upgrade to the West Coast Highway vehicle access point would be required.

As a result, the proposal has been revised to incorporate the addition of a left turn pocket at the proposed site access location, comprising a 75 m deceleration lane, including a 23.0m taper and a 35.0 m bus bay. The proposed deceleration left turn lane design also identified the existing bus stop and bus embayment to be relocated approximately 10m north of its current position along West Coast Highway.

The PTA has reviewed the revised plans and advises that it does not support the relocation of the existing bus embayment to accommodate the proposed deceleration lane, as it would reduce the separation distance from the Manning Street/West Coast Highway intersection by approximately 7.5m (from an existing 11.95m separation to a proposed 4.45m separation), causing unacceptable outcomes from both a bus servicing and road safety perspective, including sightline obstructions, vehicle queuing and blocking, and high-risk merging conflicts.

On 21 August and 26 August 2026, SRCU engaged with Main Roads WA and the PTA and resolved that the design of the deceleration lane could be revised at the 15% design concept stage to retain the existing bus stop and bus embayment in their current location. It is recommended that this matter be resolved via a condition of any approval, prior to submission of the relevant building permit application.

PTA raised no other issues with the revised plans and reports.

Projections into Planning Control Area 177

MRWA has reviewed the revised plans and notes that the door to the ground floor fire booster cabinet has been modified to open inwards, as requested. However, MRWA advises that the revised plans show fixed canopies and the ground floor substation access door opening into the future West Coast Highway Road reserve identified as Planning Control Area (PCA) No.177, which are not supported.

MRWA requests that revised plans be provided, demonstrating that the substation door be recessed and canopies are detachable, or otherwise contained wholly outside of Planning Control Area No.177. It is recommended that this matter be resolved via a condition of any approval, prior to submission of the relevant building permit application.

Acoustic Report

A Noise Management Plan (Rev 4, October 2025) has been submitted as part of the revised application. However, Main Roads WA advises that the Acoustic Report (Rev 2, November 2025) submitted as part of the initial development application requires revision to ensure compliance with SPP 5.4 Road and Rail Noise, including consideration of the 20-year planning horizon. It is

recommended that this matter be resolved via a condition of approval, prior to submission of the relevant building permit application.

Bicycle parking

DTMI advises that its recommendation to provide one commercial visitor and 10 residential visitor bicycle parking spaces outside of the secure storeroom have been addressed. No other issues were identified.

Please refer to the below Recommended Conditions which should be applied to any development approval.

Recommended Conditions and Advice Notes

Should the SDAU and/or the development application decision maker decide to support approval of the development application, the following conditions and advice notes are recommended for inclusion to address matters raised by State agencies, in addition to other conditions that may be recommended by the SDAU.

Recommended Conditions

Construction Management

1. (a) Prior to commencement of works on site, a Demolition and Construction Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling. The Plan is to address, but is not limited to:
 - (i) hours of construction and works;
 - (ii) temporary buildings, fencing, hoardings, gantries, and signage;
 - (iii) deliveries and storage of construction materials and machinery;
 - (iv) management of construction noise and other site noise;
 - (v) management of vibration, dust and erosion;
 - (vi) management of any site dewatering and discharge;
 - (vii) demolition and construction waste management, recycling, and removal;
 - (viii) protection of street trees and public realm infrastructure; and
 - (ix) public communication and complaint handling procedures, including contact details of essential site personnel.

(b) The approved Demolition and Construction Management Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.
2. (a) Prior to the commencement of works on site, a Construction Traffic Management Plan, detailing how traffic will be managed at all times, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling, Main Roads WA and the Public Transport Authority. The Plan is to address, but is not limited to:
 - (i) how construction activities will be staged and managed to minimise impacts on West Coast Highway and the surrounding road network;
 - (ii) site access and egress;
 - (iii) parking arrangements for staff and contractors;
 - (iv) pedestrian and cyclist management and any footpath obstructions; and
 - (v) potential disruption of any bus services or bus stops and mitigation measures.

(b) The approved Construction Traffic Management Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.

Stormwater

3. (a) Prior to submission of the relevant building permit application, a Stormwater Management Plan, demonstrating that all stormwater will be contained on-site, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA.

(b) The approved Stormwater Management Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.

Noise Management

4. (a) Prior to submission of the relevant building permit application, a final Acoustic Report and associated construction plans, detailing effective management of noise ingress and egress for all land uses, traffic noise, service vehicles, and mechanical equipment, and consistent with State Planning Policy 5.4 Road and Rail Noise, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA.

(b) Prior to occupation of the development, certification is to be provided from a qualified acoustic consultant confirming that the recommendations of the approved final Acoustic Report have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission.

Waste Management

5. (a) Prior to submission of the relevant building permit application, a final Waste Management Plan, consistent with the final working drawings and demonstrating that all waste and recycling will be collected onsite, is to be submitted to and approved by the Western Australian Planning Commission.

(b) The approved Waste Management Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.

Transport and Access

6. (a) Prior to occupation of the development, the land required for road reserve widening as identified on the extract of Planning Control Area No.177 – Plan 1.8084 and any additional land required to accommodate the crossover upgrade as identified on the approved plans, is to be transferred to the Crown for road widening purposes, free of cost and without any payment of compensation, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA.
7. (a) Prior to submission of the relevant building permit application, plans and details are to be provided demonstrating that any development within the land subject to Planning Control Area No. 177 including any building awnings/canopies, landscaping and/or street furniture,

are designed and constructed to be removeable, and any doors servicing the ground floor of the development are recessed or otherwise wholly contained outside the PCA, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA.

8. (a) Prior to submission of the relevant building permit application, preliminary road upgrade plans (15% concept) for the crossover, deceleration lane, and bus bay on West Coast Highway are to be submitted to and approved by the Western Australian Planning Commission, on advice from Main Roads WA and the Public Transport Authority. The upgrade plans are to include the following:

- (i) the design of the decel lane is to be revised such that the existing bus stop and embayment are to be retained in their current locations on the West Coast Highway Primary Regional Road Reserve, fronting the property.

(b) Prior to occupation of the first stage of the development, the approved road upgrade plans are to be implemented at the full expense of the applicant/landowner, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA and the Public Transport Authority.

9. (a) Prior to submission of the relevant building permit application, a Travel and Parking Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling, the Department of Transport and Major Infrastructure and the Public Transport Authority. The Plan is to detail:

- (i) mode-share targets and initiatives in relation to public transport, walking, cycling, shared and private car use by residents, staff and visitors of the development;
 - (ii) implementation and management of the unbundled residential car parking bays;
 - (iii) implementation and management of the car share scheme;
 - (iv) implementation and management of the bicycle sharing facility;
 - (v) allocation of ACROD bay/s;
 - (vi) parking / storage for bicycles and other personal mobility devices;
 - (vii) end of trip facilities, including showers and lockers;
 - (viii) provision of charging facilities for electric vehicles and other personal mobility devices;
 - (ix) the identification and management of loading, delivery, and waste management areas;
 - (x) management of safe vehicle, cyclist, pedestrian and other transport user movements through parking and access areas; and
 - (xi) wayfinding and directional signage for residents, staff, visitors and deliveries.

(b) The approved Travel and Parking Management Plan is to be implemented to the satisfaction of the Western Australian Planning Commission.

10. (a) Prior to occupation of the development, any redundant vehicle crossovers are to be removed and the kerbing, verge and footpath is to be reinstated, to the satisfaction of the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA.

Signage

11. (a) Prior to submission of the relevant building permit application, a Signage Strategy is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA. The strategy is to include, but not limited to, details of the locations, sizes, materials, and any lighting of any freestanding, building exterior, and wayfinding signage.

(b) The approved Signage Strategy is to be implemented to the satisfaction of the Western Australian Planning Commission.

Notification on Title

12. (a) Prior to occupation of the development, the landowner/applicant is to register on the certificate(s) of title a notification, pursuant to section 70A of the *Transfer of Land Act 1893*. The notification is to be included on the diagram or plan of survey (deposited plan) and registered at the applicant/landowner's expense, to the satisfaction of the Western Australian Planning Commission. The notification is to state as follows:

"This land is located within a precinct that may be affected by potentially heightened ambient noise levels and other factors (activity, noise, light, traffic and late hours of operation) within public and private areas than that normally associated with a typical residential area."

Recommended Advice Notes

a) In relation to Condition 2, Main Roads WA advises:

- The plan is to be prepared in accordance with Main Roads' *Traffic Management for Works on Roads Code of Practice*;
- The plan is to be submitted for Main Roads WA's review and approval no less than 15 business days before works commence;
- Where the plan proposes any modification to traffic signal operations, the applicant shall prepare and submit the necessary documentation in accordance with the Main Roads' *Temporary Traffic Management Signal Approval Policy* as early as practicable to enable review and approval by Main Roads prior to implementation;
- No modifications to traffic signal operations shall occur without the prior written approval of Main Roads;
- The plan is to be maintained for the duration of construction works on West Coast Highway; and
- All costs associated with traffic management are to be borne by the applicant.

The Public Transport Authority (PTA) advises that it requires a minimum notice period of 10 business days prior to any proposed road closure or any proposed disruption to bus stops or bus routes by emailing: transperth.servicedisruptions@pta.wa.gov.au. Any damage to existing bus stops will require the applicant/owner making all rectifications to PTA standards.

b) In relation to Condition 3, Main Roads WA advises that stormwater discharge is not to exceed pre-development discharge to the West Coast Highway road reserve.

c) In relation to Condition 4, Main Roads WA advises that the submitted acoustic report does not demonstrate compliance with SPP 5.4 Road and Rail Noise. The revised report is to address the following:

- Noise modelling and treatment recommendations must be prepared for 2046, compliant with the SPP 5.4 requirement for a 20-year planning horizon; and
- The type of asphalt used as a noise model input for Scarborough Beach Road.

d) In relation to Condition 6, Main Roads WA advises that the upgrading/widening of West Coast Highway is not in Main Roads' current 4-year forward estimated construction program, all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

e) In relation to Condition 7, Main Roads WA advises that the ground floor substation door and any other door servicing the ground floor of the development is to be recessed or otherwise wholly contained outside of Planning Control Area No. 177.

f) In relation to Condition 8, the Public Transport Authority (PTA) advises that the road upgrade plans are to include the following:

- Red asphalt treatment to clearly delineate the bus embayment from adjacent turning movements, with the treatment extending a minimum of 5 metres beyond the downstream bus stop post to allow buses to safely exit the embayment;
- Yellow dashed separation line marking between the bus embayment and adjacent traffic movements;
- Dedicated green cycle lane treatment where cycling infrastructure interfaces with the bus facility; and
- Yellow “BUS ONLY” pavement stencilling and associated line marking treatments.

The PTA advises current and future landowner/s and developer/s that any proposed road vehicle access or crossover within the location of the bus embayment within the West Coast Highway road reserve immediately adjacent to the development site (Lot 572) will not be permitted by PTA.

g) In relation to Condition 9, the Department of Transport and Major Infrastructure advises that the Travel and Parking Management Plan should consider:

- Electrical supply should be incorporated into the bike parking facilities to charge e-bikes, mobility devices and other emerging technologies; and
- Bicycle parking and End of Trip facilities should be provided in accordance: [Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management](#).

h) In regard to Condition 11, any building or advertising signs within or visible from a State road reserve are required to comply with Main Roads [policy-and-assessment-guidelines-for-static-advertising-signs.pdf](#)

Other Approvals

To implement the development proposal other approvals under separate legislation may be required. Identifying and obtaining the approvals is the responsibility of the applicant/landowner. Based on the information provided for the proposal, the following statutory approvals (including, but not limited to) may be required under other legislation:

- a) A Multi residential Application (Mixed Use) approval will be required for the development from the Water Corporation. An application can be submitted via the Water Corporation online portal [Buildernet](#). Documents required for approval may include final construction site plans, architectural floor plans, hydraulics plans, and trade waste forms.
- b) A load connection request / application for electricity transmission services for the development will be required to be submitted to Western Power.
- c) Main Roads WA Australia advises that, prior to undertaking any works within the West Coast Highway Road Reserve, a [Working on Roads permit](#) must be obtained.
- d) *Road Traffic Code 2000* - Main Roads approval is required for any road signage, pavement marking modifications, and regulatory traffic controls.
- e) *Main Roads (Control of Advertisements) Regulations 1996* - Main Roads approval is required for advertising signage visible from State roads.
- f) *Main Roads Act 1930* - Main Roads approval is required for works and access on the State road network.
- g) Main Roads WA advises that all traffic management is required to be undertaken in accordance with its *Traffic Management for Works on Roads Code of Practice* and *Temporary Traffic Management Signal Approval Policy*.

Disclaimers

Please note the advice provided is advisory only. This advice does not: constitute professional legal advice or a binding legal determination; prevent the making of an application; have the effect of approving or refusing any proposed application; fetter the future exercise of discretion as to any application that may be made; or otherwise prejudice any entitlement to apply for necessary approvals.

The advice is based on the current available information at the time provided and may be subject to change. Please note alterations to any project, plan, or proposal, as well as any changes in legislation and policy, may also impact the accuracy and relevance of the advice.

There could be impacts later in the planning process if the applicant is required to modify the proposal to obtain permits or licenses under other legislation, we encourage these to be addressed at the planning stage.

Proponents are also encouraged to continue to seek their own independent advice from legal and planning advisors, as well as other suitably qualified professionals.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to Agency Submissions

NO.	AGENCY	AGENCY COMMENT	PROPONENT COMMENT
1	PTA	Transport, Traffic and Access The Public Transport Authority (PTA) advises that the layout of West Coast Highway as shown on the submitted development plan does not reflect the recent upgrades that PTA and Main Roads WA (MRWA) have undertaken. The on-street parking to the front of the property has been removed and replaced with a bus stop embayment (stop no.29628, constructed circa August 2025). The development plans should be amended to show the bus stop embayment. It is noted that the submitted development plans propose vehicle access outside of the bus stop embayment area. However, PTA advises the developer/landowner that the bus stop embayment must not be blocked by vehicles trying to access the development. In addition, any future requests to modify the development application, or alternative development proposals, that propose a road opening / vehicle crossover within the extent of the bus embayment will not be permitted by PTA. PTA also advises that, should the development application be approved, the Demolition and/or Construction Management Plan must be referred to PTA, prior to commencement of any works on site, and is to include a traffic guidance scheme / traffic management plan detailing any proposed disruptions to bus stops or bus routes and associated mitigation measures. PTA and Transperth require a minimum notice period of 10 business days prior to any proposed road closure, or proposed bus stop or bus route disruptions, by emailing: transperth.servicedisruptions@pta.wa.gov.au. Any damage to existing bus stops will require the applicant/landowner making all rectifications to PTA standards. Recommended Advice Notes a) In relation to Condition 1, the Public Transport Authority (PTA) and Transperth advise that they require a minimum notice period of 10 business days prior to any proposed road closure or any proposed disruption to bus stops or bus routes by emailing: transperth.servicedisruptions@pta.wa.gov.au. Any damage to existing bus stops will require the applicant/owner making all rectifications to PTA standards. b) The Public Transport Authority (PTA) notes that there is a bus embayment within the West Coast Highway road-reserve immediately adjacent to the development site (Lot 572). PTA therefore advises current and future landowner/s and developer/s that any proposed road vehicle access or crossover within the location of the bus embayment will not be permitted by PTA. c) In relation to Condition 3, the Travel Parking Management Plan should consider: - Electrical supply should be incorporated into the bike parking facilities to charge e-bikes, mobility devices and other emerging technologies. - Bicycle parking and End of Trip facilities should be provided in accordance: Bicycle Parking Facilities: Updating the Austroads Guide to Traffic Management d) In regard to Condition 7, any building or advertising signs within or visible from a State road reserve are required to comply with Main Roads policy-and-assessment-guidelines-forstatic-advertising-signs.pdf	The development plans have been amended to depict the extent of the recently constructed bus embayment and bus stop location. Refer to Attachment 1 – Amended Development Plans. This bus stop and embayment currently extend in front of an existing left-in/left-out crossover into the subject site. This crossover provides access to short-term drop-off and visitor parking on the site and therefore would have high vehicle turnover rates. Following Main Roads WA's request to undertake an intersection treatment warrant assessment, it was determined that a left-turn pocket should be provided which would comprise a 75m deceleration lane, including a 23m taper and a 35m bus bay. Refer to Section 6.9 of the Amended Transport Impact Assessment for further details. The delivery of a left-turn pocket into the site with a 75m deceleration lane requires the bus embayment to be modified to extend approximately 10m north of its current position. The extended bus embayment would be positioned in front of an existing left-in/left-out crossover serving 194 West Coast Highway. As this crossover currently only serves two dwellings, vehicle volumes would be very low. The bus stop is also not a timed stop, meaning that buses would only obstruct the crossover for a short duration. In terms of the approved development at 194 West Coast Highway, a left-in/left-out crossover is approved approximately 10m south of the current crossover location. Based on the approved plans for this development, this crossover is only intended for use by service vehicles associated with the future commercial tenancies. As the commercial tenancies are of a small-scale, the frequency of service vehicles is expected to be low, with the associated Transport Impact Assessment suggesting that this crossover would accommodate approximately two vehicle movements per day. Due to the low frequency of vehicle movements and the transient nature of buses, it is considered highly unlikely that conflicts would arise between buses and the future crossover. In terms of the future crossover for the proposed development at the subject site, it is noted that revised bus embayment location is a sufficient distance to avoid any conflict between buses accessing the bus stop/embayment and vehicles entering the site. For any conflict to occur, in excess of six (6) would need to be queuing to enter the site, which is extremely unlikely given the forecast volumes during peak periods. Should a concern remain regarding modifications to the bus embayment, the only alternative would be for MRWA to agree to a reduced deceleration lane length. Given that this could undermine safety, this approach is not preferred over the proposed bus embayment modification. Furthermore, the impact on convenience for 194 West Coast Highway under both the existing and future arrangement is less significant than the existing impact on the crossover to the subject site based on estimated vehicle volumes.
2	MRWA	Transport, Traffic and Access MRWA advises that the submitted Transport Impact Assessment (TIA) (Dec 2025, Rev 03) has not considered if upgrades to the proposed vehicle access point on West Coast Highway are required as a result of the proposed development. An amended TIA is required to address the following: - Provide an intersection treatment warrant assessment to determine whether an upgrade to the West Coast Highway vehicle access point is required; - Based on the forecast trip generation, consideration should be given to the provision of an auxiliary left-turn lane to safely accommodate movements into the site; and - A sight distance assessment for the proposed access point. MRWA also requested that the development plans be revised to show the constructed bus stop embayment	An Amended Transport Impact Assessment and Noise Management Plan has been prepared addressing MRWA's requirements. Refer to Attachment 6 – Amended Transport Impact Assessment and Attachment 7 – Amended Noise Management Plan.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to Agency Submissions

NO.	AGENCY	AGENCY COMMENT	PROPONENT COMMENT
		Noise Management MRWA has reviewed the submitted Acoustic Report (Nov 2025, Rev 2) in accordance with State Planning Policy 5.4 Road and Rail Noise (SPP 5.4) and the following revisions are requested, prior to determination of the development application to ensure that the proposed development can meet the requirements of SPP 5.4: - The type of asphalt used as a noise model input for Scarborough Beach Road must be specified in the Acoustic Report; - Noise modelling and treatment recommendations must be prepared for 2046, in accordance with the SPP 5.4 requirement for a 20-year planning horizon; and - The most up-to-date modelled traffic projections must be obtained from Main Roads' Transport Modelling branch. These must be used in the noise modelling, citing the contact's name, reference number and date in the noise report. This is particularly important given the future upgraded 'duck-and-dive' configuration proposed for West Coast Highway, adjacent to the development. It must be clearly indicated in the noise report which configuration the noise modelling presented is applicable to.	
3	DTMI	Transport, Traffic and Access The Department of Transport and Major Infrastructure (DTMI) advises that DTMI's strategic cycle network plan, the Long Term Cycle Network (LTCN), was endorsed by the City of Stirling Council in 2020. The development site is in close proximity to the primary LTCN route running north-south along The Esplanade (Scarborough Beach foreshore), and the east-west route running along Manning Street, providing excellent connectivity for residents to walk, wheel and ride. Therefore, all opportunities to facilitate and promote cycling and walking to and from the development are encouraged. DTMI notes that the following aspects of the development application are generally consistent with the applicable requirements of the Scarborough Design Guidelines and/or the Residential Design Codes: 187 proposed residential car parking bays and 33 proposed visitor car parking bays; 26 proposed motorcycle parking bays; 246 proposed residential bicycle parking spaces, in a secure storage facility; and - One car parking bay and one ACROD bay for retail visitors. DTMI is also supportive of the following aspects included in the development application: - The full number of residential car parking bays to be unbundled from the apartments and subject to separate leasing arrangements. - The five proposed car parking bays for a car share scheme. However, further details should be provided (prior to occupation of the development) of the how the car-share scheme will operate and who will manage it. - The secure bicycle parking facility is accessible from the ground floor plaza entrances as well as via the car parking area and appears to have access to an End of Trip facility and locker area. DTMI recommends provision for charging of e-bicycles is incorporated into the storage facility. - The 10 proposed shared e-bicycles. However, further details should be provided (prior to occupation of the development) of the how the system will be managed. DTMI requests further consideration and/or revised plans, to address the following matters: - It is assumed that the required 25 residential visitor bicycle parking spaces will be located within the 246-bay secure storage facility, as no additional visitor parking is proposed. DTMI does not support all visitor bicycle parking being provided within the secure facility and which requires pre-booking. DTMI recommends that 10 visitor bicycle parking spaces be provided near the entrance to the building, under shade, for visitors who may not have planned ahead or had time to make a booking.	DMIT's support for the proposed car parking and bicycle parking provision is noted. In terms of residential visitor bicycle parking, the development plans have been amended to include 12 visitor bicycle parking spaces in the pocket park/forecourt entrance to the development (alongside the 10 shared e-bicycle bays). As such, whilst some of the visitor bicycle spaces will remain within the secure storage facility, provision will exist for unplanned visitor arrival on bicycle. Commercial visitors will utilise the same visitor bicycle parking as the residential component of the development.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to Agency Submissions

NO.	AGENCY	AGENCY COMMENT	PROPONENT COMMENT
		- No visitor bicycle parking is proposed for the retail space. It is recommended that at least one u-rail for customer bicycle parking space is provided, under shade, close to the entrance of the retail store (this could be combined with the residential visitor spaces). - Design and construction of vehicle crossovers, or any new paths, should indicate pedestrian and cyclist priority by the foot/cycle path material continuing over crossovers.	
4	Western Power	Site Servicing Power, water and wastewater are available to the subject site. Western Power advises that the load can be supplied by the existing distribution network. A detailed network study will be carried out by Western Power to determine the scope of works and the level of reinforcement required, when the formal load connection request from the developer is received by Western Power. Other Approvals To implement the development proposal other approvals under separate legislation may be required. Identifying and obtaining the approvals is the responsibility of the applicant/landowner. Based on the information provided for the proposal, the following statutory approvals (including, but not limited to) may be required under other legislation: b) A load connection request / application for electricity transmission services for the development will be required to be submitted to Western Power.	Noted.
5	The Water Corporation	Site Servicing The Water Corporation provides the following advises that reticulated water and sewerage is available to the development site. An 80mm water service exists on the property as well as a 100mm non-metered fire service. A 150mm PVC sewer main runs parallel outside the rear and front lot boundaries. Due consideration will be required when constructing near the sewerage mains adjacent to the development site. The developer is required to fund the full cost of protecting or modifying any of the existing infrastructure which may be affected by the proposed development. Any portion of the proposed building which is within the 'zone of influence' to the sewer main may require suitable footings, in accordance with Water Corporation technical guidelines. Please refer to: Working near assets - Water Corporation Any works carried out in proximity to Water Corporation assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA). To assess whether the proposed development will require an APRA, details of the prescribed proximities are available at: Approval for works - Water Corporation Other Approvals To implement the development proposal other approvals under separate legislation may be required. Identifying and obtaining the approvals is the responsibility of the applicant/landowner. Based on the information provided for the proposal, the following statutory approvals (including, but not limited to) may be required under other legislation: a) A Multi residential Application (Mixed Use) approval will be required for the development from the Water Corporation. An application can be submitted via the Water Corporation online portal Buildernet. Documents required for approval may include final construction site plans, architectural floor plans, hydraulics plans, and trade waste forms.	Noted.
6	Main Roads	Other Approvals To implement the development proposal other approvals under separate legislation may be required. Identifying and obtaining the approvals is the responsibility of the applicant/landowner. Based on the information provided for the proposal, the following statutory approvals (including, but not limited to) may be required under other legislation:	Noted.

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough

Proponent Response to Agency Submissions

NO.	AGENCY	AGENCY COMMENT	PROPONENT COMMENT
		c) <i>Road Traffic Code 2000</i> - Main Roads approval is required for any road signage, pavement marking modifications, and regulatory traffic controls. d) <i>Main Roads (Control of Advertisements) Regulations 1996</i> - Main Roads approval is required for advertising signage visible from State roads. e) <i>Main Roads Act 1930</i> - Main Roads approval is required for works on the State road network.	
7	SDAU	Requested Revised Technical Reports A. The Transport Impact Assessment (TIA) should be revised to address the following: - Provide an intersection treatment warrant assessment to determine whether an upgrade to the West Coast Highway vehicle access point is required; - Based on the forecast trip generation, consideration should be given to the provisions of an auxiliary left-turn lane to safely accommodate movements into the site; and - A sight distance assessment for the proposed access point. B. The Acoustic Report should be revised to address the following: - The type of asphalt used as a noise model input for Scarborough Beach Road must be specified; - Noise modelling and treatment recommendations must be prepared for 2046, in accordance with the SPP 5.4 requirement for a 20-year planning horizon; and - The most up-to-date modelled traffic projections must be obtained from Main Roads' Transport Modelling branch. Recommended Revised Plans 1. The development plans should be revised to address the matters raised above, including: - Change the wording shown on the road reserve area of the relevant floor plans which currently states 'existing street parking' to state 'existing bus embayment' and where possible show the bus embayment on the plans. - Following the above requested amendments to the TIA, revise the vehicle access, where necessary. - Modify the ground floor plan to ensure the door to the fire booster cabinet does not open across the Planning Control Area / future road reserve. - A minimum of five u-rails (10 space capacity) for visitor bicycle parking be provided outside, near the entrance of the building, and under shade where possible.	- Refer to Attachment 6 – Amended Transport Impact Assessment including an intersection treatment warrant assessment and sight-distance assessment. - Refer to Attachment 7 – Amended Noise Management Plan including additional clarification on the noise model inputs and the inclusion of the latest traffic projections and modelling and treatment recommendations for 2046. - Refer to Attachment 1 – Amended Development Plans addressing the request for revised plans which illustrate the existing and proposed road reserve pertaining to the slip lane and bus embayment, the provision of a sightline at the entrance to the development, modifications to the location of the fire booster and water meter to ensure that it does not open across future road reserve or driveway areas, and the provision of 12 visitor bicycle parking at the entrance of the development.
7	SDAU	RECOMMENDED CONDITIONS Construction Management 1. a) Prior to commencement of works on site, a Demolition and Construction Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling, Main Roads WA and the Public Transport Authority. The Plan is to address, but is not limited to: i) hours of construction and works ii) temporary buildings, fencing, hoardings, gantries, and signage iii) site access and egress iv) construction traffic management v) parking arrangements for staff and contractors vi) pedestrian and cyclist management and any footpath obstructions vii) potential disruption of any bus services or bus stops and mitigation measures viii) deliveries and storage of construction materials and machinery ix) management of construction noise and other site noise x) management of vibration, dust and erosion xi) management of any site dewatering and discharge	The Proponent has no objections to the list of recommended conditions.

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Proponent Response to Agency Submissions

NO.	AGENCY	AGENCY COMMENT	PROPONENT COMMENT
		xii) demolition and construction waste management, recycling, and removal xiii) protection of street trees and public realm infrastructure xiv) public communication and complaint handling procedures, including contact details of essential site personnel. b) The approved Demolition and Construction Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission. Stormwater 2. a) Prior to submission of the relevant building permit application, a Stormwater Management Plan, demonstrating that all stormwater will be contained on-site, is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA. b) The approved Stormwater Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission. Noise Management 3. a) Prior to submission of the relevant building permit application, a final Acoustic Report and associated construction plans, detailing effective management of noise ingress and egress for all land uses, traffic noise, service vehicles, and mechanical equipment, and consistent with State Planning Policy 5.4 Road and Rail Noise, are to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling and Main Roads WA. b) Prior to occupation of the development, certification is to be provided from a qualified acoustic consultant confirming that the recommendations of the approved final Acoustic Report have been implemented in the completed development, to the satisfaction of the Western Australian Planning Commission. Transport and Access 4. a) Prior to submission of a relevant building permit application, a Travel and Parking Management Plan is to be submitted to and approved by the Western Australian Planning Commission, on advice from the City of Stirling. The Plan is to detail: i) mode-share targets and initiatives in relation to public transport, walking, cycling, shared and private car use by residents, staff and visitors of the development; ii) implementation and management of the unbundled residential car parking bays; iii) implementation and management of the car share scheme; iv) implementation and management of the bicycle sharing facility; v) allocation of ACROD bay/s; vi) parking / storage for bicycles and other personal mobility devices; vii) end of trip facilities, including showers and lockers; viii) provision of charging facilities for electric vehicles and other personal mobility devices; ix) the identification and management of loading, delivery, and waste management areas; x) management of safe vehicle, cyclist, pedestrian and other transport user movements through parking and access areas; and xi) wayfinding and directional signage for residents, staff, visitors and deliveries.	

Proposed Mixed Use Development – Lot 572 (No. 200) West Coast Highway, Scarborough Proponent Response to Agency Submissions

NO.	AGENCY	AGENCY COMMENT	PROPONENT COMMENT
		b) The approved Travel and Parking Management Plan is to be implemented and adhered to, to the satisfaction of the Western Australian Planning Commission. 5. Prior to submission of the relevant building permit application, plans and details are to be provided demonstrating that any development within the land subject to Planning Control Area 177, including any building awnings, landscaping and/or street furniture, are designed and constructed to be removeable, to the satisfaction of the Western Australian Planning Commission, on advice Main Roads WA. 6. Prior to occupation of the development, any redundant vehicle crossovers are to be removed and the kerbing and verge paving reinstated, to the satisfaction of the Western Australian Planning Commission, on advice from Main Roads WA. Signage 7. a) Prior to submission of the relevant building permit application, a Signage Strategy is to be submitted to and approved by the Western Australian Planning Commission, on the advice from the City of Stirling and Main Roads WA. The strategy is to include, but not limited to, details of the locations, sizes, materials, and any lighting of any freestanding, building exterior, and wayfinding signage. b) The approved Signage Strategy is to be implemented, to the satisfaction of the Western Australian Planning Commission. Notification on Title 8. Prior to occupation of the development, the landowner/applicant is to register on the certificate(s) of title a notification, pursuant to section 70A of the <i>Transfer of Land Act 1893</i>. The notification is to be included on the diagram or plan of survey (deposited plan) and registered at the applicant/landowner’s expense, to the satisfaction of the Western Australian Planning Commission. The notification is to state as follows: <i>“This land is located within a precinct that may be affected by potentially heightened ambient noise levels and other factors (activity, noise, light, traffic and late hours of operation) within public and private areas than that normally associated with a typical residential area.”</i>	

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Key themes identified through public consultation

Theme / Issue	Applicant's response
Orderly and proper planning and variations to planning framework	
Many submissions raise concerns that the proposal is inconsistent with the local planning framework, including the Scarborough Design Guidelines (DGs) and Scarborough Masterplan, particularly in relation to proposed height, scale and intensity. This included comment that the development does not support an orderly transition to higher intensity development or balance increased density with local character, amenity outcomes and infrastructure capacity.	It is relevant to note that limited development has occurred within Scarborough, meaning that there should be some expectation for transitional height variances as development transpires over time. Consideration has been given to the compatibility of the proposed development in the interim. Refer to detailed discussion under the heading 'Compatibility with Future Character of the Locality' in the Covering Letter supporting this submission. The key built-form non-compliance of the proposed development is overall building height, with the podium height, site cover, tower floorplate and setbacks being compliant with, or subject to minor variations to the Design Guidelines requirements. The design and scale of the proposed development is consistent with the vision set out in the Scarborough Master Plan, with the proposed building height being consistent with the height and scale of similar proposals and aligns with the vision of height 'rising to the centre' of the Scarborough precinct. Refer to detailed discussion under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission. In terms of infrastructure capacity, there is no evidence to suggest that existing infrastructure is unable to accommodate the proposed development. It is noted however that the existing West Coast Highway signalised intersections are currently operating at or in excess of practical capacity during weekday peak periods and this will deteriorate further as background traffic increases in the future. The Transport Impact Assessment supporting this Application suggests that the traffic generated by the proposed development will have minimal impact on the performance of these intersections.
Many submissions mention the extensive community involvement in developing the Masterplan and DGs and express concern that the	The key built-form non-compliance of the proposed development is overall building height, with the podium height, site cover, tower floorplate and

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Key themes identified through public consultation

Theme / Issue	Applicant's response
proposal does not align with community expectations established through that process. Submissions add that approval would undermine confidence in the planning framework and community support for planning in the area.	setbacks being compliant with, or subject to minor variations to the Design Guidelines requirements. It is evident that there has been a shift across the board towards increased building heights from what is provided for under the Scarborough Design Guidelines, with various development approvals having been granted for buildings which exceed the maximum height allowances. Whilst there has been a shift, the vision from the Scarborough Master Plan of 'rising to the centre' remains, whereby intensive building heights are focussed on the intersection of Scarborough Beach Road and West Coast Highway, and graduate down in scale moving away from this intersection in a northerly, southerly and easterly direction. The proposed development with its 26-storey building height is consistent with the vision of focussing height centrally within the Scarborough area as well as providing an appropriate transition between the approved 43-storey development to the immediate south and to the north the adjacent 24-storey building and 17-storey building further afield.
Many submissions raised concern that the scale, height and density of the proposal, as well as the reduced car parking provision, represent overdevelopment of the site, which is contrary to orderly and proper planning. Submissions raise that the area already experiences major problems from overdevelopment such as traffic congestion and parking shortages and suggest existing infrastructure constraints, including road and pedestrian network upgrades, should be addressed before further development and that overdevelopment will negatively impact the amenity of existing residents.	Refer to the discussion on building height, podium height, tower floor plate, site cover and setbacks under the heading 'Scarborough Master Plan' in the Covering Letter supporting this submission. In summary, the key built-form non-compliance of the proposed development is overall building height, with the podium height, site cover, tower floorplate and setbacks being compliant with, or subject to minor variations to the Design Guidelines requirements. In terms of car parking provision, whilst the proposed development provides a shortfall of 19 resident parking bays (based on the standards under the R-Codes), the proposed provision of five (5) car share bays serves to offset resident parking demand. It is contended that on this basis, the proposed development addresses minimum parking requirements. In addition, the

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Key themes identified through public consultation

Theme / Issue	Applicant's response
	proposed approach of 'unbundling' car parking provides greater flexibility for parking management and ensures that parking allocation is reflective of need. Furthermore, the management of the site by a 'build-to-rent' operator enables better monitoring, control and enforcement of on-site parking. This is discussed further in detail under the heading 'Parking Provision & Management' in the Covering Letter supporting this Submission. In terms of traffic, whilst acknowledging that the area experiences congestion from background traffic increases, road planning for the area contemplates further growth in the Scarborough area. The Transport Impact Assessment supporting this Application indicates that traffic generated by the proposed development will have minimal impact on congestion at surrounding intersections. Any suggestion that development within Scarborough should not occur until existing traffic congestion is fixed and pedestrian network upgrades are provided is unreasonable.
Some submissions said development of this scale is generally inappropriate for the location and that it should instead occur in other areas such as the Perth CBD or locations with more public transport access, rather than near the coast. Comments include that Scarborough has already had its fair share of development.	The applicable planning framework contemplates higher density development within the Scarborough area. As discussed under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission, there have been several substantive developments that have been approved in the area. Scarborough is considered appropriate for high-density development noting its designation as a 'District Centre' under the Perth & Peel Central Sub-Regional Planning Framework, pre-existing intensive built form, high amenity values, tourism function, and its accessibility to high-frequency public transport. Whilst development has occurred in Scarborough, the City of Stirling's Local Planning Strategy forecasts substantive population increases of 8-10% over the next decade, reflective of the development potential in the area.
Several submissions refer to the previously refused development application and state that the current proposal does not adequately address the reasons for refusal, including building height, podium and	Considerable effort has been made to improve the design of the development to address the previous reasons for refusal and feedback from the State Design Review Panel (SDRP). This is evident by the SDRP's March

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Key themes identified through public consultation

Theme / Issue	Applicant's response
tower form and bulk. Submissions expressed that seeking approval through an alternative pathway undermines the planning process and community expectations and queried how this proposal could even be considered given the previous refusal.	2026 review of the proposal which identified several minor improvements to achieve 'Design Excellence', which have been adopted under the Amended Development Plans supporting this Submission. Additional justification pertaining to building height, podium and tower form and bulk is provided under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission. The Proponent is not seeking to use the SDAU process as an alternative pathway to undermine the planning process and community expectations. It should be noted that the previous development application for the subject site was determined by Development WA under the <i>Metropolitan Redevelopment Authority Act 2011</i>. This pathway is no longer applicable as the Scarborough Redevelopment Area has been normalised. Whilst the SDAU process, by virtue of section 171R of the <i>Planning and Development Act 2005</i>, provides for the WAPC to determine proposals that conflict with the provisions of the applicable planning instrument, this is not being sought/applied under this Application. This is on the basis that the proposed variations relate to elements of the planning framework which are discretionary.
Concerns raised around setting precedent and that approving this proposal would encourage further over-height developments leading to cumulative built form impacts and pressures on traffic and parking. On the other hand, one submission said that overdeveloping this site it will lead to less development elsewhere in Scarborough and compromise delivery of plans for Scarborough's future.	There have been various other development approvals issued within the Beach Road Precinct which depart from the maximum building height prescribed by the Scarborough Design Guidelines. This is discussed in detail under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission. This development therefore would not be 'precedent-setting' with respect to building height. In terms of the suggestion that the proposed development will lead to less development elsewhere in Scarborough, it should be recognised that the proposal, being a 'build-to-rent' development, is unique for the area and will not be competing for pre-sales unlike a 'build-to-sell' apartment

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Theme / Issue	Applicant's response
	development. It is evident that there is an urgent need for more rental accommodation across the Perth region.
A small number of submissions support the proposal based on increased housing supply and economic benefits.	Noted.
Building height	
The most consistent theme across submissions is concerns over the proposed building height of 26 storeys and that it significantly exceeds the maximum bonus height under the DGs, including that it is double the base height. Many submissions said development should be more consistent with the DGs or closer to existing building heights, typically between 6 -12 storeys, with conditional support for up to 18 storeys, where supported by design excellence, reduced bulk or identifiable community benefit. Some submissions express buildings taller than 18 storeys should not even be contemplated as that's the maximum identified in the DGs.	Additional justification pertaining to building height is provided under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission. It is noted that several developments have been approved which exceed the building height parameters under the Design Guidelines, including a 24-storey building on the adjoining site to the north, being 194 West Coast Highway and 7-17 Manning Street. Whilst the Design Guidelines specify maximum building heights, it is recognised that these parameters are discretionary and it is up to the responsible authority to decide whether a proposal is appropriate.
Many submissions mention that the height is out of scale with other buildings in the area and ignores the 'rise to the centre' principle of the DGs. They add that the building height is intrusive, unattractive and detracts from the area overall and its coastal identity. Some submissions mention that a building of this height belongs on the Gold Coast and the only other building of this scale is Rendezvous Observation City which is also unappealing.	It is considered that the proposed development is entirely consistent with the 'rising to the centre' principle under the Design Guidelines. This is discussed in detail under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission.
Concerns were frequently raised that, in addition to height, the overall bulk and massing of the development including podium form and floorplate contribute to overdevelopment.	The proposed development is only marginally non-compliant with the podium height and tower floorplate parameters under the Design Guidelines. This is discussed in detail under the heading 'Scarborough Master Plan' in the Covering Letter supporting this Submission.
Submissions raise that the development does not justify the additional height as it does not meet design excellence or deliver community	Following the SDRP's review of the proposal in March 2026, the proposal has been amended to incorporate the design recommendations of the SDRP to

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Key themes identified through public consultation

Theme / Issue	Applicant's response
benefits and that unlike other approvals in the area it is bulkier and has greater plot ratio/floorplates. Some submissions raise that this would set a new precedent for development as other developments were more worthy of additional height because they were more compliant overall and provided better built form outcomes.	achieve 'Design Excellence'. The key community benefits that will be delivered to the community-at-large include: - A diversity of housing options within Scarborough, with a range of apartment types and price points offered under the build-to-rent model which is not currently available at this scale in the area. - The provision of significant rental accommodation at a time of record low vacancy rates across the broader Perth Metropolitan Area represents a significant social and community benefit. - The provision of a ground floor and public adjacent and accessible Pocket Park of approximately 310m² in area will enhance streetscape amenity and perception and provide an opportunity for gathering and interaction in an otherwise hostile environment that is West Coast Highway. Ultimately, all planning proposals should be considered on their individual merits.
A variety of impacts from additional height on neighbouring properties and the surrounding area are raised including overshadowing, the creation of wind tunnels and overlooking. These are argued to not only impact properties directly but reduce the amenity of the area overall and have negative impact on property values.	Refer to discussion under the headings 'Overshadowing' and 'Visual Privacy' in the Covering Letter supporting this Submission. In terms of wind impacts, RWDI undertook an assessment of potential impacts of the proposed development on the local wind microclimate. The findings of this assessment are discussed under Section 6.5 of the Planning Report supporting this Application. A key point made in the assessment is that due to the site and locality's coastal location and exposure to prevailing winds, the existing wind comfort for pedestrians is uncomfortable, particularly along West Coast Highway and Manning Street, which will continue with the proposed development.
Submissions raise impacts from height and overdevelopment on amenity for locals and visitors who use Scarborough's public spaces and	Refer to discussion under the heading 'Overshadowing' in the Covering Letter supporting this Submission. Overshadowing diagrams indicate that the

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Theme / Issue	Applicant's response
beaches. Concerns are raised that the development will overshadow the foreshore, reducing enjoyment of the area and the appeal of Scarborough to tourists and beach goers.	proposed development will cast a shadow at around 9am during the months of June to August, however the extent of this shadow largely coincides with the existing shadow cast by the Rendezvous Hotel. Furthermore, due to the site's distance from the foreshore, the proposed development would only cast a shadow that is short in duration.
A small number of submissions support the proposed height or greater height, given Scarborough's designation as a centre, need for increased housing supply and that the proposal is consistent with neighbouring development approvals.	Noted.
Visual impacts and views	
Visual impact is a major area of concern, closely related to height and scale. Many submissions raise that the building will be visually imposing, impact significant views and will dominate the skyline. Submissions refer to the development in terms such as 'eyesore', that will degrade the area and impact the broader public's experience of it.	Refer to discussion under the heading 'View Corridors' in the Covering Letter supporting this Submission.
Submissions frequently refer to the proposal detracting from the coastal setting and natural beauty or character of the area on the basis that high-rise it is not suited to the local coastal setting, with reference to making Scarborough like the Gold Coast.	The existing strategic planning framework identifies Scarborough as suitable for significant population growth. The Scarborough Design Guidelines supports intensive built form outcomes in the area.
Many submitters raise loss of ocean views for many nearby properties as well as properties further inland and raise that the proposal is inconsistent with view corridors set out in the planning framework, which will affect property values.	Refer to discussion under the heading 'View Corridors' in the Covering Letter supporting this Submission. It should be noted that a compliant development proposal would affect existing ocean views in the same way as the proposed development, with the proposed building height variation having no impact on a loss of views. It would be unreasonable to suggest that the subject site cannot be developed in accordance with the allowances under the Design Guidelines due to it resulting in a loss of ocean views.
Traffic generation and impacts	

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A large volume of submissions raised concerns that this scale of development and the additional vehicles will add to traffic congestion issues on local roads which are already considered to be at critical level and will create gridlock. This is particularly on West Coast Highway and at the Scarborough Beach Road intersection and at peak times (weekends, summer, peak hours). Submissions say that existing road capacity problems need to be addressed before further development occurs. Some submissions also reference matters such as noise impacts, collective impact of new development in the area, traffic safety/accident risk, construction traffic and need for major improvements to West Coast Highway such as a tunnel.	It is noted however that the existing West Coast Highway signalised intersections are currently operating at or in excess of practical capacity during weekday peak periods, and this will deteriorate further as background traffic increases in the future. The Transport Impact Assessment supporting this Application suggests that the traffic generated by the proposed development will have minimal impact on the performance of these intersections. Any suggestion that development within Scarborough should not occur until existing traffic congestion is fixed is unreasonable. The Transport Impact Assessment supporting this Application also considered safety risks associated with the proposed development and identified no issues. Construction noise/traffic will be considered through the preparation of a Construction Management Plan required as a condition of approval. The development would be required to adhere to the <i>Environmental Protection (Noise) Regulations 1997</i>.
Concerns raised about the extent of development and inadequate parking provision relative to the number of dwellings and visitors and that this will add to existing parking issues in Scarborough. These include availability of on-street parking for the general public / beach users, illegal and unsafe parking practices and blocked driveways, which will in turn reducing the area's desirability and impact local residents.	Refer to discussion under the heading 'Parking Provision & Management' in the Covering Letter supporting this Submission. It is considered that the proposed development will not impact the availability of parking for the general public / beach users, nor lead to illegal and unsafe parking practices in the area.
Concerns raised about pedestrian safety and ability to cross West Coast Highway. Several submissions raise there is a need for a pedestrian overpass over the highway.	The Transport Impact Assessment supporting this submission undertook a SIDRA analysis of the existing West Coast Highway intersections near the site. This included an analysis of pedestrian movement performance, which like vehicle movements, has a level of service of 'F' and therefore does not perform at acceptable levels. It is therefore evident that there is a need to address intersection performance, including improving pedestrian access, irrespective of the proposed development.

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Some submissions suggest the low car ownership assumptions are unrealistic and two bays are required per dwelling or suggest there needs to be more public parking to address parking shortages. Some submissions comment on poor pedestrian, cycling facilities and limited access to public transport which means occupants will rely on cars.	The car parking provision for the proposed development has been guided by the R-Codes, research, and the landowner's own experience with build-to-rent developments in Sydney. Refer to discussion under the heading 'Parking Provision & Management' in the Covering Letter supporting this Submission. The Scarborough area is characterised by excellent pedestrian and cycling connectivity and high-frequency public transport. This includes signalised intersections on West Coast Highway.
Concerns raised over the proposed access point and egress including issues only one access and left in and left out, impacts on traffic circulation as well as the impact on traffic flow of West Coast Highway.	The subject site, as well as other sites along West Coast Highway, are all currently subject to left-in/left-out access only and there is no evidence to suggest that traffic circulation is an issue.
Design	
Submissions identify the need for development to be of a high architectural standard and responsive to the coastal context and meet design excellence, reflective of Scarborough being a major destination and to justify the level of building height being sought.	The proposed development was reviewed by the SDRP in March 2026 and the feedback provided has been incorporated as reflected in the Amended Development Plans.
Many submissions raised several negative comments on the design and general appearance with comments such as it being basic, ugly or bad, cheap/untasteful, a concrete-block and lacking architectural appeal and out of character and raise it will detract from the area or result in another building like Rendezvous. These comments often referenced proposed building height, scale and bulk. Other design related matters raised include poor podium to tower transition, façade articulation, limited greenery for the scale of development and minimal public realm contribution.	The proposed development was reviewed by the SDRP in March 2026 and the feedback provided has been incorporated as reflected in the Amended Development Plans.
Some submissions praised the design or said it was acceptable and/or an improvement on previous design, although some of these comments	Noted. The feedback provided by the SDRP in March 2026 suggests that the proposed development, once it has incorporated the recommendations,

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said that the building was still too tall and that design features have not been able to offset building bulk and height.	achieves 'Design Excellence' and in no way has it been suggested that the building was too tall.
Some comments were raised about sustainability and building design and efficiency including ensuring construction is suitable for coastal conditions, reducing wind exposure on balconies and rooftop, long-term durability in a coastal setting environment and need for more building and energy efficiency measures.	These matters will be addressed further as part of the detailed design process. In terms of wind impacts, the proposed development incorporates mitigation measures to improve comfort levels whilst not undermining the overall design and appearance of the development.
Other issues raised:	
Infrastructure and Community benefits	
Concerns raised that infrastructure in the area is already at capacity and that it cannot support the scale of development proposed and increase to population on top of existing population and visitors especially in summer. Submissions raise concerns about capacity of roads and parking, schools, health services, emergency services (due to traffic congestion), shops, cafes/restaurants as well as roads and parking and impact on use and amenity of Scarborough foreshore and reduced amenity and safety for the local community. Many submissions say major infrastructure and amenity improvements should precede development of this scale and impacts of additional development will detract from the area, with some referencing increased costs to the community and Council.	Any suggestion that development within Scarborough should not occur until infrastructure and amenity improvements are untaken is unreasonable. It is the responsibility of local government and several State agencies to plan for future forecast growth in the area.
Concerns raised about adding to the general busy nature of Scarborough with too much vehicular and pedestrian traffic, overpopulation and visitors, resulting in limited access to the area and foreshore and with locals saying they avoid the area and it is becoming less desirable.	Scarborough is considered appropriate for high-density development noting its designation as a 'District Centre' under the Perth & Peel Central Sub-Regional Planning Framework, pre-existing intensive built form, high amenity values, tourism function, and its accessibility to high-frequency public transport. The City of Stirling's Local Planning Strategy forecasts substantive population increases of 8-10% over the next decade, reflective of the development potential in the area.

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Submissions frequently raise that the proposal does not respond to the community needs or provide any tangible community benefits such as limited improvement to public spaces or limited additional shops.	The key community benefits that will be delivered to the community-at-large include: - A diversity of housing options within Scarborough, with a range of apartment types and price points offered under the build-to-rent model which is not currently available at this scale in the area. - The provision of significant rental accommodation at a time of record low vacancy rates across the broader Perth Metropolitan Area represents a significant social and community benefit. - The provision of a ground floor and public adjacent and accessible Pocket Park of approximately 310m² in area will enhance streetscape amenity and perception and provide an opportunity for gathering and interaction in an otherwise hostile environment that is West Coast Highway. Based on the size of the subject site and built form allowances under the Design Guidelines, there is a limit on how much space can be allocated to publicly accessible space and commercial floorspace.

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Streetscape, landscaping and natural environment	
Concerns raised that the proposal is inconsistent with Scarborough's local character and atmosphere, particularly its coastal landscape and natural features and beach setting. A small number of submissions also raised impact on coastal natural environment from increased development, patronage and overshadowing.	Considerable effort has gone into ensuring that the proposed design responds to the existing and intended future character of Scarborough, including representing its coastal identity through its material, textures and undulating balconies. The Scarborough area is a tourism hotspot and it has been flagged for future population growth, representative of the planning framework which supports substantive-built form outcomes. As a result, there is an expectation that the area will attract lots of people and general patronage. Notwithstanding, it is known that compact urban forms have environmental benefits including reducing the reliance on private cars and the overall need to travel. Consideration of overshadowing is discussed under the heading 'Overshadowing' in the Covering Letter supporting this Submission.
Concerns raised regarding the impact of building bulk and podium on the streetscape.	Refer to discussion on podium height under the section 'Scarborough Master Plan' in the Covering Letter supporting this Submission.
A small number of submissions raised concerns over the sufficiency of green space and whether it is suitable for the number of occupants.	The revised proposal provides approximately 1,205m ² of communal open space comprising the ground floor Pocket Park, the Level 4 Podium Courtyard, and the rooftop terrace with the pool area and communal garden. This represents 39.7% communal open space and exceeds the minimum requirement by 905m ² . This is in addition to indoor communal spaces including a gym, co-working and lounge area, and function room.
Dwelling diversity	
A small number of submissions raised concerns regarding the dwelling mix, advocating for more two-three-bedroom apartments for families and raised concerns with overprovision of one-bedroom apartments in the area and about short-term or transient occupancy.	The proposed development exceeds the maximum number of 1-bedroom apartments with 65% of apartments (160 apartments) proposed in lieu of the maximum 40% apartments (98 apartments). In addition, the proposed development does not achieve the minimum for 3-bedroom apartments, with 8.5% of apartments (21 apartments) proposed in lieu of the minimum

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	10% apartments (24 apartments). In considering these variations, the following is relevant: - The proposed 'build-to-rent' nature of the development provides an alternative tenure not available within the local area. The intent is to provide affordable housing, which by its nature is smaller than the average dwelling available in the market. - The proposal addresses demand for 1-bedroom apartments to accommodate singles and couples and generally the younger demographic profile of the Scarborough locality who seek out affordable housing options. - The surplus of 1-bedroom apartments and shortfall of 3-bedroom apartments will offset anticipated future developments within the locality that would likely contain higher proportions of larger, premium apartments. - The development incorporates a range of different 1-bedroom apartment configurations, offering choice and affordability options. - Several 1-bedroom apartments offer larger balconies, study nooks, storage space and/or a more spacious living area, which provides greater liveability than a compliant smaller 1-bedroom apartment or a condensed 2-bedroom apartment. There is no evidence to suggest that the build-to-rent model leads to more transient populations compared to that of a standard rental development. Rather, there is arguably more long-term rental security under the build-to-rent model than that of a private rental.
A small number of submissions raised concerns about build for rent and/or low-income housing and that Scarborough is not a suitable location for these, however, there were some submissions in support of more rental units. Concerns were raised over maintenance of rental properties and anti-social problems/crime.	There is no evidence to suggest that the Scarborough locality is not suitable for build-to-rent or affordable housing. In terms of maintenance and tenant management, the management of the site by a 'build-to-rent' operator, including an on-site caretaker, enables better monitoring of, and responsiveness to, issues that arise.
Several submissions support increased housing or redevelopment, although oppose the development based on height and/or design.	Noted.

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Timeframes and building delivery	
A small number of submissions raised concerns with the prospect of another vacant building site in Scarborough and of long construction timeframes or development not proceeding.	The subject site is not currently vacant and contains the existing 'The Tide' co-living apartment complex. The Tide will continue operating on the site until such time that redevelopment is undertaken.
Several submissions indicated that a decision should be made as soon as possible to enable good development to progress and enable more density and apartments.	Noted.
Application details and technical accuracy	
A small number of submissions raise queries regarding the accuracy of application materials. This included that the depiction of surrounding developments is misleading and understates the impact of the proposal as adjoining buildings shown to the south do not exist and are imaginary. One submission also adds that the design render used of 194 West Coast Highway underrepresents its design excellence which makes the proposal appear better by comparison. A submission also queried the June 3pm overshadowing modelling and impact on Filburn Street properties.	The development plans have been revised to clearly depict the extent of existing and approved or potential development on adjoining sites. Updated overshadowing diagrams have been prepared which clarify the impact of overshadowing from the proposed development, including on Filburn Street properties. The depiction of the approved development at 194 West Coast Highway has not been purposely underrepresented to make the proposal appear better by comparison.



State Design Review Panel Final Report For WAPC

200 West Coast Highway
Lot 572 (200) West Coast Highway Scarborough

Design Review 2
March 2026

Confidentiality

This advice is provided to the applicant on a strictly confidential basis. It is intended only for the applicant and for use on this project alone unless it is a Final Report, in which case it is intended to inform the decision maker. The applicant may only distribute this confidential advice in its original format and entirety to its professional advisors on the express condition that each advisor maintains the absolute confidentiality of this advice and uses it only for and during the advisor's engagement on this project. This advice must not be otherwise published, shared or distributed by the applicant in whole or in part without the express prior written permission of the Western Australian Planning Commission.

Disclaimer

Please note the advice provided in this report and diagrams is advice only. This advice does not constitute professional legal advice or a binding determination; nor does it amount to an instruction in any way. The advice does not have the effect of a favourable evaluation of the project or fetter the future exercise of discretion as to any application that may be made; or otherwise prejudice any entitlement to apply for necessary approvals. The advice is based on the current available information at the time provided and may be subject to change. Please note alterations to any project, plan or proposal, as well as any changes in legislation and policy may also impact the accuracy and relevance of the advice. The proponent is responsible for considering the suitability of the advice to its circumstances, having regard to their own proposal details, objectives, and financial situation, and performing their own due diligence. Proponents are encouraged to seek their own independent advice from planning and legal advisors, and other suitably qualified professionals.

Review attendance

Subject **200 West Coast Highway DR2**
 Lot 572 (200) West Coast Highway Scarborough

Date 17 March 2026

Time 1:00-4:00pm

Location 140 William Street Perth and video conference (VC) via Teams

Design Reviewers	Emma Williamson	Government Architect (Chair)
	Peter Lee	Panel Member (Architecture)
	Damien Pericles	Panel Member (Landscape Architecture)
	Annelise Safstrom (VC)	Panel Member (Urban Design)
Proponent Team	Dav Bansal (VC)	Partner, Howells
	Will Schofield	Director, Plus Architecture
	Larry Sperling	Managing Partner, Meadpoint
	David Maiorana	Associate / Manager Town Planning, Rowe Group
	Lidija Langford	Principal Town Planner, Rowe Group
	Eoin Gladish	Director, See Design Studio
Planning Authority	Seth Cohen - Radosevich	A/Planning Manager, Significant Development Assessment Unit, DPLH
Stakeholders	Nick Bertone	Coordinator Planning Services, City of Stirling
	Karina Bowater	Senior Planning Officer, City of Stirling
Observers	Fiona Sze (VC)	Senior Policy and Project Officer, Planning Reform, DPLH
Design Review staff	Tanya Ring (VC)	Manager Design Review, Design and Built Environment, DPLH
	Beata Davey	Senior Design Review Officer, Design and Built Environment, DPLH
	Chamali Koralegedara	Design Review Support Officer, Design and Built Environment, DPLH

Declarations

A declaration was made by a Panel member that is being managed in accordance with the SDRP probity plan.

Briefings

Design Team	Will Schofield	Project Overview, detailed design and summary
	Dav Bansal	Architectural Design Presentation
	Eoin Gladish	Landscape Design Presentation

Design Review Report endorsement

Chair signature



Emma Williamson, Government Architect, Chair

Executive Summary

Overall The Panel supports the proposal and recommends that moderate improvements are made in line with the recommendations below.

Further review A follow up review of this project is not required.

Design Excellence Given the proposed development height, the proposal is required to achieve design excellence, in accordance with the Scarborough Design Guidelines (DGs). Achieving good design across all Design Principles of State Planning Policy 7.0 (SPP7.0) is a precursor to achieving Design Excellence.

The Panel identified Amenity and Aesthetics as the design principles required to exceed the threshold of good design to achieve Design Excellence against SPP7.0. The Panel agreed that the proposal is nearing design excellence and has provided detailed advice to guide the further refinement required to reach this standard.

Summary: The Panel thanks the project team for engaging with the design review process.

The Panel supports the Build-to-Rent model and commends the proposal's vision to contribute to addressing the need for further housing diversity, including the supply of affordable housing, in Scarborough. The Panel supports the improvements made to the design since the previous review, including the improved façade composition and articulation, material selections and undulation of balconies creating a more contextually appropriate design response. The commitment to achieving 5 Star Green Star as-built certification for the development, and Silver Level Livable Housing Australia certification to all apartments is commended.

Key recommendations for the next stage of design development, and prior to the development application being determined, are as follows:

- Refine the foyer and entry experience to reduce overly formal or corporate cues and create a more welcoming, contextually appropriate arrival experience aligned with the coastal character;
- Integrate shading and screening elements to the tower, especially along the western frontage, to improve resident comfort, reduce heat gain, and ensure a cohesive architectural expression;
- Reconsider dark façade elements to avoid excessive heat gain and align with the coastal identity identified in the context and character analysis;
- Consider the opportunity for the introduction of more diverse communal spaces on the sheltered northern portion of the Level 4 podium that is currently under-utilised;
- Improve the usability of functional amenities, including bike storage, activity store access, and waste systems, to support long term liveability and a high-quality resident experience;
- Refine the integration of landscape on structure to ensure adequate conditions to support tree canopy in this coastal setting;
- Further develop the public art proposal to support a more welcoming, less formal character at ground level;
- Improve the safety and functionality of the driveway entrance; and
- Demonstrate the capacity to increase the provision of storage for apartments.

Detailed comments, aligned with State Planning Policy (SPP) 7.0 Design Principles, are outlined below.

Design Quality Evaluation

Principle 1: Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. The Panel supports the development of the overall built form and landscape design since DR1, noting that it responds well to the existing and intended future character of Scarborough, with strong alignment to the coastal identity through its materials, textures, and undulating balconies.
2. The Panel maintains concerns in relation to the formal and corporate character of the entry forecourt and recommends development to reflect the beachside setting with a more contextually responsive design approach that picks up on the local character of the area.
3. The Panel supports the improved visual connection and street activation by rearranging communal spaces on Level 1 and relocating apartments to the southern portion of the West Coast Highway façade on Level 2, that work together with the commercial tenancies and pocket park to achieve this.
4. The Panel notes that limited information was provided on the proposal's impact on the existing context, and neighbouring properties, including impacts on view corridors and overshadowing.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

1. The Panel commends the tiered landscaping approach, including the enhanced podium treatments, the creation of a pocket park that provides welcome separation from the busy street frontage, and improvements made to the rooftop landscaping and amenity.
2. The Panel supports the proposed dune-inspired approach to the forecourt pocket park, noting its effectiveness in creating a landscape buffer between the busy street and the building, and in reinforcing a coastal character for the site.
3. The Panel recommends consolidation of the landscape along the West Coast Highway forecourt with consideration given to the impact of the street widening easement. Where planting is proposed, raised and protected planters should be employed to ensure resilience and long-term survival, supported by micro -strategies that enhance the durability of plant material in coastal environments.
4. The Panel notes that retaining the existing site topography by avoiding a basement level allows a more sensitive response to Country and creates true deep soil zones suitable for large-scale tree planting. It recommends leveraging these deep soil areas, particularly within the forecourt, by increasing large trees and enhancing street-front planting to strengthen landscape amenity and sense of place, noting the limited provision of substantial ground level canopy.
5. The proposed species selections are generally supported, as appropriate for the coastal context. However, it is noted that *Melaleuca lanceolata* is a slow growing- species, taking up to two decades to reach a size capable of providing cooling and amenity to the forecourt area. The Panel recommends considering the use of more advanced stock that can deliver shade and amenity from day one and that the stock be secured as soon as is possible to commence growing-on.
6. The Panel considers that podium planters present opportunities for additional trees and larger-scale planting, particularly on Levels 4 and 5, which appear capable of supporting more substantial vegetation. In contrast, the roof deck planters seem undersized for the species proposed, limiting their ability to deliver meaningful canopy and amenity.
7. Clearer demonstration of the building's capacity to support the proposed landscaping is required, including soil depths, structural load allowances, and the robustness of planter design. Clarification is needed, particularly for the Level 4 and 5 podiums, as current architectural sections do not show how the structure will support the intended planting and tree canopy. Confirming the structure can sustain the required soil weight is essential to achieving the intended landscape performance and long-term functionality.
8. The Panel notes the importance of the selection and design integration of hardscape materials proposed to roof terraces on Levels 3, 4 and 5 to the visual amenity of upper-level apartments. Material selections depicted in drawings have not been specified and clarification of material suitability with regards to texture, size, depth, behaviour in windy conditions, and maintenance requirements, is recommended.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The Panel supports the proposed built form and notes the improved articulation, including the enhanced rooftop treatment, introduction of curved façade and glazing elements, use of contrasting and contextually appropriate materials, and the more refined, undulating balcony design, which contribute to managing the perceived bulk and scale of the development.
2. The Panel remains concerned regarding the entry design as outlined in point 2 under Principle 1 and recommends a refinement of the design to introduce a more human-scaled, contextually responsive, and welcoming arrival experience.

Principle 4: Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

1. The proposed approach to mechanical cooling is supported and satisfactorily addresses the Panel's previous concern by ensuring air-conditioning condensers are not located on balconies.
2. The Panel emphasises the need to ensure specification of materials suitable for coastal locations; in particular, powder-coat finishes should be confirmed as a high-grade marine finish system suitable for the context.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

1. The Panel commends the commitment to achieving 5-Star Green Star as-built certification, aligns with the DG's objective to enhance environmental integrity, and other sustainability measures including the provision of solar photovoltaics, an electric vehicle car share scheme, and community e-bike share scheme.
2. The Panel remains concerned about insufficient mitigation of solar heat gain affecting some apartments, particularly those that are west facing. An integrated approach to shading and screening elements to improve resident comfort, reduce heat gain, reduce the reliance on mechanical cooling, and ensure a cohesive architectural expression.
3. The Panel notes inadequate mitigation of unwanted solar gain and predominant winds to the Level 3 western balconies lack shading and wind protection, with the potential for downdraft effects at the podium level. The Panel recommends that these areas be reassessed in conjunction with the technical reports to ensure adequate environmental comfort and usability.
4. An inconsistency is highlighted between the selected dark façade elements and the Environmentally Sustainable Design (ESD) strategy, which recommends lighter external surfaces to reduce heat absorption and improve thermal performance.
5. The Panel notes that the wind report does not sufficiently address risks to balcony furniture on upper levels or other potential wind related issues such as whistling. A reassessment of these areas, informed by an updated wind report, is recommended to ensure adequate environmental comfort, safety, and usability.
6. The Panel recommends introducing additional openings to provide cross-ventilation to rooms by taking advantage of the pin-wheel layout to improve resident amenity.

Principle 6: Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

1. To achieve Design Excellence, the design should exceed this principle. The Panel believes that this principle is nearing, but does not yet achieve, Design Excellence.
2. The Panel acknowledge the need to balance amenity and affordability but considers the amount of storage provided to be insufficient. While a reduction from a 1:1 ratio is acceptable, the proposed 38% provision is low when considering the limited internal storage opportunities within apartments. The Panel recommends increasing the variety of storage types and sizes and identifying locations that could accommodate additional storage in the future, ensuring the development remains adaptable to resident needs over time.
3. The Panel supports the improved internal and rooftop communal amenity and encourages further enhancement of the variety and functionality of shared spaces. The deep soil area (DSA) over the easement does not offer usable amenity, and reallocating this investment to spaces that could offer greater communal

amenity is recommended. The Level 4 northern podium presents a significant opportunity for quieter, sheltered landscaped spaces that complement the amenity offered at the rooftop. Integrated planting, hardscape and seating would help it function as a 'back yard' for residents and strengthen the overall communal landscape strategy.

4. The Panel notes the under-supply of visitor car bays, which is of particular concern given the associated high demand for parking in Scarborough. Strategies to mitigate this shortfall are strongly encouraged.
5. The Panel supports the provision of the beach activity store, increased bike storage, and provision for future food organics and garden organics (FOGO) waste system; however, it recommends improving their usability to ensure they function effectively as key amenity offerings. Clearer and more direct access arrangements are needed to enable residents to move bulky items in and out of the activity store without difficulty, as well as ease of access to the bike store and FOGO waste from each level. Enhancing these circulation paths and interfaces will strengthen overall resident amenity and encourage regular, practical use.
6. The Panel queried the visitor experience with apartment layouts for two or more bedrooms requiring movement through the bedroom to access bathrooms and understand this arrangement results from resident feedback in other Built-to-Rent projects.
7. The provision of Livable Housing Australia (LHA) Silver Level certification to all apartments is supported and commended.
8. The revised balcony design is generally supported, however a lack of shading and wind protection, particularly along the western frontage, may negatively impact resident amenity in these more exposed locations.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

1. The Panel notes that the proposed design is generally legible with clearly articulated entries, and notes that the inclusion of awnings to both commercial and residential thresholds would further strengthen entry definition and reinforce wayfinding. While acknowledging the rationale for removing boundary-to-boundary awning due to future road-widening constraints, the Panel maintain that shade and weather protection remain important for retail and residential entrances along the street edge.
2. The Panel notes the opportunity for individual apartment identity to be enhanced through refinement of apartment entries and thresholds as the design develops.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. The Panel remains concerned about unresolved functional and safety issues related to the future road-widening easement, vehicle access, and truck and bus movement. Limited sightlines, the proximity of the bus stop, the interface with services access, and unresolved height and access constraints identified by the City, collectively present risks for both pedestrians and vehicles. A comprehensive review of the driveway design, including setbacks and truncations, is recommended to ensure safe operation within the context of a busy street and future widening.
2. The Panel recommends providing a clearly defined and safely accessible drop-off- zone, with consideration given to how rideshare activity will be managed in relation to the adjacent bus stop and future easement conditions.

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

1. The Panel supports and commends the introduction of the Build-to-Rent model, including 15% of affordable housing, LHA Silver Level certification to all apartments and community-oriented ground-floor activity proposed by the pocket park and retail tenancies.
2. The Panel supports the proposed locations for public art and recommends consideration of how the public art can reinforce a relaxed, beachside character by integrating with the pocket park, seating, landscape elements, and soffit artwork to create a more informal, interactive, and welcoming arrival experience.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. To achieve Design Excellence, the design should exceed this principle. The Panel believes that this principle is nearing, but does not yet achieve, Design Excellence.
2. The Panel supports the improved building articulation, façade composition, balcony form, and proposed materials that contribute to its coastal character, however further development is necessary.
3. The use of textured precast concrete, expressive and well-detailed balcony balustrades, and the curved glass at the lower levels work together to create a contextually appropriate architectural expression. These attributes are considered important for achieving Design Excellence, and the Panel emphasises the importance of retaining them throughout the design development and value-engineering stages.
4. The Panel does not support the dark façade elements, particularly along the western elevation. While the textured precast and balcony balustrade detailing are well suited to the Scarborough context, the darker wall treatments appear visually heavy, inconsistent with the identified coastal character, and conflict with ESD objectives due to increased heat absorption. The Panel recommends refinement of the black elements with lighter, coastal-appropriate tones that reduce visual weight, improve thermal performance, whilst maintaining a level of contrast to support the intended façade articulation.
5. As noted, the Panel encourages consideration of how the public art outcomes can further enhance the informal coastal identity, and interactivity, helping to create a more inviting and contextually responsive arrival experience and invitation to the public.
6. The Panel considers that a more integrated and visually cohesive approach to awnings and sunscreens along the western frontage is required to achieve Design Excellence. These elements should be designed as intentional components of the architectural expression, rather than add-on features, so they strengthen façade unity and contribute to a refined, beachside character. Their scale and placement should enhance thermal comfort and be detailed to perform effectively in coastal conditions.
7. As noted, a less formal and corporate character to the entry area is recommended to achieve a more welcoming and contextually appropriate expression.
8. The Panel recommends developing a lighting strategy to contribute to the building's architectural expression.

Attachment 7- SD-030-24 – Mixed Use Development, 200 West Coast Highway, Scarborough – Planning Context, Site History, Framework and Policy Assessment Overview

Legislation, Policies and Framework	Consistency
<i>Planning & Development Act 2005</i>	Fully consistent
<i>Planning and Development (Local Planning Schemes) Regulations 2015 (including Clause 67(2) of the deemed provisions)</i>	Broadly consistent, some discretion required.
<i>Planning & Development (Significant Development) Regulations 2024</i>	Fully consistent
City of Stirling Local Planning Strategy	Fully consistent
City of Stirling Local Planning Scheme No. 3	Broadly consistent, some discretion required
State Planning Strategy for 2050	Fully consistent
Perth & Peel @ 3.5 million	Fully consistent
State Planning Policy 1.0 – State Planning Framework	Fully consistent
State Planning Policy 3.0 – Urban Growth & Settlement	Fully consistent
State Planning Policy 3.6 – Infrastructure Contributions	Fully consistent
State Planning Policy 4.2 – Activity Centres	Fully consistent
State Planning Policy 7.0 – Design of the Built Environment	Fully consistent
State Planning Policy 7.2 – Precinct Design	Fully consistent
State Planning Policy 5.4 Road and Rail Noise (SPP 5.4)	Fully consistent
Operational Policy 1.12 - Proposals Adjoining Regional Roads.	Some inconsistency, variation warranted
Guidance Statement for Separation Distances between Industrial and Sensitive Land Uses (2005)	Some inconsistency, variation warranted
Residential Design Codes - Volume 2	Broadly consistent, some discretion required
Scarborough Masterplan	Some inconsistency, variation warranted
Scarborough Design Guidelines	Some inconsistency, variation warranted
Scarborough Development Policies	Some inconsistency, variation warranted

Regional Planning Framework

[Perth and Peel @ 3.5 million / Central Sub-Regional Planning Framework](#)

Perth and Peel @ 3.5 establishes the long-term strategic framework for accommodating 3.5 million people by 2050 through four sub-regional planning and infrastructure frameworks. The site is located within the Central Sub-region Planning Framework (Framework), which promotes urban consolidation and the efficient use of land in proximity to activity centres and key transport infrastructure. Scarborough is identified as both an activity centre and redevelopment area, while West Coast Highway (WCH) and Scarborough Beach Road are designated urban corridors. Relevant objectives include supporting mixed-use development, increasing residential density through infill development and improving land use and transport integration while maintaining the efficiency of the regional road

network and protecting surrounding residential amenity. The proposal supports these objectives by providing higher-density mixed-use development within the Scarborough District Centre and is consistent with the strategic intent of the Framework.

Metropolitan Region Scheme (MRS) and Planning Control Area 177

The site is zoned Urban under the MRS and adjoins WCH which is reserved as a Primary Regional Road. A narrow strip of land along the western boundary of the site, extending up to 0.8 metres into the site, is affected by [Planning Control Area 177](#) (PCA 177). PCA 177 requires Western Australian Planning Commission (WAPC) approval for development in this area to ensure it does not prejudice implementation of the preferred planning concept for future upgrades to WCH, which is based on a 'duck and dive' concept. PCA 177 came into effect in December 2023 and will remain in force until December 2028 by which time it is anticipated that any required extension of the road reserve will be determined. In accordance with clause s171K, of the *Planning and Development Act 2005*, development within a Planning Control Area is unable to be approved via the Part 11B pathway.

State Planning Policies and Guidelines

The proposal has been assessed against relevant State Planning Policies (SPPs) which provide the highest level of planning policy guidance for land use and development in the State.

[SPP 1.0 - State Planning Framework](#) establishes the overarching framework for land use planning in the State. It sets out the key general principles of community, economy, environment, infrastructure, regional development and governance which are detailed further in State planning policies which have been considered in the assessment of this proposal.

[SPP 3.0 - Urban Growth and Settlement](#) promotes sustainable and coordinated urban growth and settlement patterns focusing development towards existing urban areas, supporting liveable and sustainable communities and ensuring efficient use of infrastructure and services. The proposal supports these objectives by delivering higher-density residential development within an activity centre and is consistent with the intent of SPP 3.0.

[SPP 3.6 – Infrastructure Contributions](#) establishes the framework for requiring development contributions towards infrastructure costs to support urban growth and intensification and is implemented through Development Contribution Plans. These must demonstrate a clear need for infrastructure and a nexus between development and contributions, while ensuring contributions are equitable, transparent and proportionate. The site is identified within the Scarborough Development Contribution Area (DCA 6) under the City of Stirling Local Planning Scheme No.3 (LPS 3) which provides a framework for development proposals to contribute to the cost of upgrades to the area, with contributions based on each site's development potential and lot area. The proposal is consistent with the principles of SPP 3.6 subject to payment of the applicable contribution.

[SPP 4.2 - Activity Centres](#) applies to the site which is located within the Scarborough District Centre. District centres should focus on servicing residents' daily and weekly needs and the local community, however some district centres such as Scarborough also perform a broader strategic role such as tourism and recreational functions. SPP 4.2 also promotes a mix of residential, retail, hospitality and service-based uses in district centres and identifies medium-rise residential development as the expected built form but also supports higher-density development in appropriate locations where contemplated by the local planning framework. The proposal incorporates residential and commercial land uses within a district centre and is consistent with the broad objectives of SPP 4.2.

[SPP 5.4 Road and Rail Noise](#) seeks to protect noise-sensitive development from transport noise impacts associated with major roads and rail corridors. The site is within 300m of WCH and Scarborough Beach Road both of which are identified as major traffic routes. Accordingly, a noise assessment is required and mitigation measures such as building design treatments will be required as conditions of approval to satisfy SPP 5.4 requirements.

[SPP 7 - Design of the Built Environment](#) is the lead policy within the Design WA framework and establishes ten principles of design. Given the proposal is seeking additional building height beyond the base height provisions of the Scarborough Design Guidelines (SDGs), achieving design excellence is a key assessment consideration. The proposal has been considered by the State Design Review Panel (SDRP), which advised that it broadly supports the development and that it is approaching design excellence, subject to refinement. This is discussed further later in this attachment.

[SPP 7.2 - Precinct Design](#) provides guidance regarding design, planning, assessment and implementation of development within identified precincts, including activity centres. In the absence of an approved precinct structure plan, SPP 7.2 requires consideration of applicable precinct design guidance which in this instance are the SDGs. The policy measures and objectives of SPP 7.2 have been considered in the assessment of the proposal and are discussed further throughout the SPC report.

[Operational Policy 1.12: Proposals Adjoining Regional Roads](#) (OP 1.12) applies to development adjoining regional roads, including WCH, and provides guidance on vehicular access, road safety and the efficient operation of the regional road network. The policy contains a general presumption against the creation of new vehicle driveways to regional roads, particularly where alternative access can be achieved via a side street, shared driveway, laneway or right-of-way. However, the policy also recognises that shared access arrangements and direct access to regional roads may be supported in certain circumstances, subject to consideration of traffic flow, road safety, the function of the road and the availability of alternatives.

[Guidance Statement for Separation Distances between Industrial and Sensitive Land Uses \(2005\)](#) The Environmental Protection Authority's *Guidance Statement for Separation Distances between Industrial and Sensitive Land Uses (2005)* (EPA Guidance), provides generic buffer distances to minimise land use conflict between industrial and sensitive uses. The EPA Guidelines set out that service stations should be a minimum of 200m for 24-hour service station operations. The Department of Health's more recent [Position Statement: Service stations and sensitive land uses](#) (2024) continues to support a minimum separation distance of 100 m for 24-hour service stations and notes that there is insufficient evidence to support the 200m distance for non-freeway 24-hour service stations. The EPA Guidance states that where the separation distance is less than the generic distance, a scientific study based on site and industry-specific information should demonstrate that the reduced separation distance will not result in unacceptable impacts.

[Residential Design Codes - Volume 2](#) (R-Codes) provides a comprehensive basis for the control of residential development in the State with Volume 2 specifically applying to multiple dwelling developments in areas coded R80 and above or R-AC. While the site is not assigned a residential density code under LPS3, the proposal includes multiple dwellings within a mixed-use development and therefore Volume 2 applies. Proposed variations to the R-Codes are set out in **Table 1** below and discussed further in the SPC Report.

Table 1 – R-Codes variations

(Note – Refer to **Table 2** for elements of R-Codes that are covered by the Scarborough Design Guidelines including building height and setbacks)

	Required	Proposed
Building Separation	First 4 storeys - 6m	Level 3 (4 th storey) – south side balcony 1.5m
	5-8 storeys – 9m	Level 5 - 7 (6 th – 8 th storey) – 8m to rear
	9+ storeys – 12m	Level 8 and above – 8m to rear, 9.3m to north and 11m to south)

Natural ventilation	All habitable rooms have openings on at least two walls with a straight-line distance between the centre of the openings of at least 2.1m	79% meet this standard
Bedroom sizes	10m ² (Master)	9.4m ² (Master - Apartment 'L')
Storage	246 storerooms	95 stores (amended to 162 stores)
	5m ² area for 3 beds	3m ² - 4m ²
Deep soil areas	10% of site area (303.5m ²)	195m ² (6.4% of site) Amended to 210m ² (6.9% of site)
Tree sizes	3 large trees and small trees to suit OR 1 large tree and 6 medium trees	2 large, 2 medium, 20 small and 3 other Amended to 1 large, 4 medium, 24 small and 7 other trees.
Deep soil area per medium tree	36m ²	32m ²
Car Parking bays	206 resident bays, 239 bays total	187 residential bays, 220 bays in total.

Local Planning Framework

City of Stirling Local Planning Strategy

The City of Stirling Local Planning Strategy (Strategy), endorsed by the Western Australian Planning Commission (WAPC) in October 2019, establishes the City's long-term framework for growth and development. It seeks to accommodate State housing targets by directing 75 per cent of infill development to activity centres and corridors while protecting the amenity of established lower density areas.

The Strategy identifies the site within the Scarborough District Centre and the former Scarborough Redevelopment Area (SRA). It supports Scarborough's evolution into a mixed-use coastal centre and major tourism destination, accommodating higher-density residential development, tourism, entertainment and commercial uses. The Strategy also designates WCH as a Class 1 – Corridor, to accommodate 35 dwellings per gross hectare.

The proposal is consistent with the strategic intent of concentrating growth within an identified activity centre and along a strategic corridor. Interface considerations with adjoining properties are addressed further in the SPC Report.

City of Stirling Local Planning Scheme No. 3 (LPS 3)

Local Planning Scheme No.3 (LPS 3) was gazetted on 6 August 2010 and zones the subject site 'Development'. The purpose of the Development zone is to facilitate coordinated planning and development through the preparation of structure plans, while ensuring development does not prejudice long-term planning for the area. Development is to have due regard to any applicable Activity Centre Plan, Local Development Plan or Local Planning Policy and relevant Special Control Area provisions. The site is also affected by the Scarborough Beach Special Control Area (SCA) and Development Contribution Area 6 (DCA6). No density code applies to land in the Development zone.

Planning control for the area returned to the City of Stirling in August 2023 following gazettal of Amendment No. 124 to LPS 3 and repeal of the SRA. Between 2014 and 2023, development in the SRA was administered by the Metropolitan Redevelopment Authority (MRA) (later Development WA) under the *Metropolitan Redevelopment Authority Act 2011* to facilitate revitalisation.

Scarborough Beach Special Control Area (SCA)

Schedule 13 of LPS3 which sets an outcomes-based approach to facilitate redevelopment and urban renewal within the SCA and gives effect to the former SRA framework by applying the Scarborough Design Guidelines (SDGs) and Scarborough Development Policies (SDPs). The vision is to establish

Scarborough as a vibrant urban-coastal destination and activity centre that accommodates residential growth, tourism and employment through high-quality mixed-use development, exceptional public spaces, and design excellence that reinforces its unique coastal character, and this vision is to be given due regard in determining development applications. As outlined in [Appendix 1](#) the proposal is broadly consistent with the SCA objectives which include Sense of Place; Economic Wellbeing; Urban Efficiency; Connectivity; Social Inclusion; and Environmental Integrity.

The SCA designates the site within the Beach Road Precinct, which is to provide a flexible mixed-use environment to support a mix of commercial, tourism and medium to high-density residential uses, with commercial activity focused along major roads. The SCA adopts a system of Preferred and Contemplated land uses instead of conventional land use classifications. Preferred uses for Beach Road Precinct include culture/creative industry, commercial, retail, residential and dining/entertainment while community uses are contemplated.

The proposal is generally consistent with the relevant objectives of and land use expectations under LPS3 and SCA. However, the proposed access arrangements do not align with the requirement that they should be provided from secondary streets, laneways, or shared access points rather than directly from major roads. This matter is discussed further in the SPC report.

Development Contribution Area 6

The site is located within DCA 6. Accordingly, development is required to contribute towards infrastructure upgrades identified in the Scarborough Development Contribution Plan. A condition of approval is to be applied to require payment of the applicable development contribution towards beachside precinct works and streetscape upgrades.

[Draft Local Planning Scheme No. 4](#)

The City has prepared [Draft Local Planning Scheme No. 4](#) (Draft LPS 4) which was publicly advertised between 18 October 2024 to 24 January 2025 and is currently being assessed by the Department, prior to consideration by the Minister. Under Draft LPS 4, the subject site is proposed to be zoned 'Centre', coded R-AC0 and located within Special Control Area 1 (SCA1) which establishes Development Control Area 2 (DCA2) over the area. Relevant Centre zone objectives include providing a focal point for a broad range of land uses to meet the community's district needs and facilitating a range of employment to contribute towards the sub-region's employment self-sufficiency.

Draft LPS 4 proposes to re-adopt all policies and design guidelines that existed under the SRA as local planning policies, however, building height controls are proposed to be elevated to scheme provisions within Schedule 1, while existing criteria for bonus height is to be retained. Draft LPS4 also proposes to include a general variation clause that may apply to Schedule 1 standards.

Within the Centre zone, the proposed Shop and Office land uses are proposed to be Permitted (P) uses while Multiple Dwellings are proposed to be a Discretionary (D) use. However, residential uses will not be permitted at ground level unless either located behind non-residential uses at the street, fronting a right of way, or if the development is a multi-storey building for future adaptation to non-residential uses.

Town planning case law, including decisions of the State Administrative Tribunal (SAT), provides guidance on the assessment of development applications where the planning framework is subject to change. As Draft LPS4 has completed public advertising, it can be regarded as a seriously entertained planning instrument. However, as the assessment process has not yet been finalised and Draft LPS 4 has not yet been considered by the Minister, its approval cannot presently be regarded as either certain or imminent. Consistent with the WAPC *Development Application – Exercise of Discretion Guidelines*, only limited weight should be afforded to Draft LPS4 at this stage. Regardless, there are no material changes under Draft LPS4 which would impact the assessment of the proposed development or ability to vary standards.

Scarborough Master Plan (SMP)

The SMP was prepared by the MRA in partnership with the City of Stirling in 2015 and provides the overarching framework for public investment, land use, built form and place management to revitalise the Scarborough beachfront and surrounding area. Since its adoption, significant public realm improvements have been delivered in the area, including the redevelopment of the foreshore precinct.

Under the SMP, the site is located within Precinct 3 – Mixed-Use which seeks to encourage a flexible mixed-use environment for a diverse range of commercial, tourism and high-density residential developments. Commercial uses may include district-level retail and services, and other activities not directly dependent on a beachfront location, with an emphasis on commercial development along major roads. The Precinct specifically requires active ground floor uses along WCH and Scarborough Beach Road with residential or tourist accommodation encouraged on upper levels. Buildings are expected to contribute to an active public realm by providing awnings or shade structures, passive surveillance and activated frontages along key pedestrian routes and strong private-public realm connections.

As shown below, the SMP sets out a skyline that places taller buildings near the centre of Scarborough which taper down to the north, south and east in accordance with the ‘rising to the centre’ principle. The subject site is identified within the highest base height area of Scarborough, where a preferred height of 12 storeys applies and an additional six storeys may be supported where significant community benefits are delivered. The built form is also to respond to Scarborough’s landscape with buildings integrated with the evolving skyline and to enhance view corridors particularly from public spaces and along east-west corridors, through taller, thinner buildings over bulkier development. Nearby east-west visual corridors include Scarborough Beach Road and Manning Street as well as mid-block along the southern boundary of the subject site.



Scarborough Design Guidelines (SDGs)

The SDGs provide detailed, precinct-specific guidance to guide future development within the Scarborough SCA and implement the vision and objectives of the SMP. The SDGs establish requirements for built form, including height (towers and podiums), setbacks, floorplates, design quality, public realm interface, streetscape and active edges, and access and servicing arrangements.

The SDGs promote development that contributes positively to the Scarborough skyline through slender tower forms, appropriate tower separation and building designs that minimise building bulk and protect public views towards the coast and views between buildings. They also encourage high-quality architecture and landscaping that responds to Scarborough's coastal character and that incorporates articulated building forms, human-scaled pedestrian environments and strong public-private connections.

Central to this framework is the 'design to the centre' principle, which seeks to concentrate taller development up to 18 storeys closer to the beachfront and towards the WCH and Scarborough Beach Road intersection, with a transition in height and scale toward lower density residential areas. This seeks to establish a skyline which responds to the coastal setting, topography and surrounding lower density areas. The SDGs also promote slender tower forms, building separation and openness to minimise visual bulk and maintain view corridors.

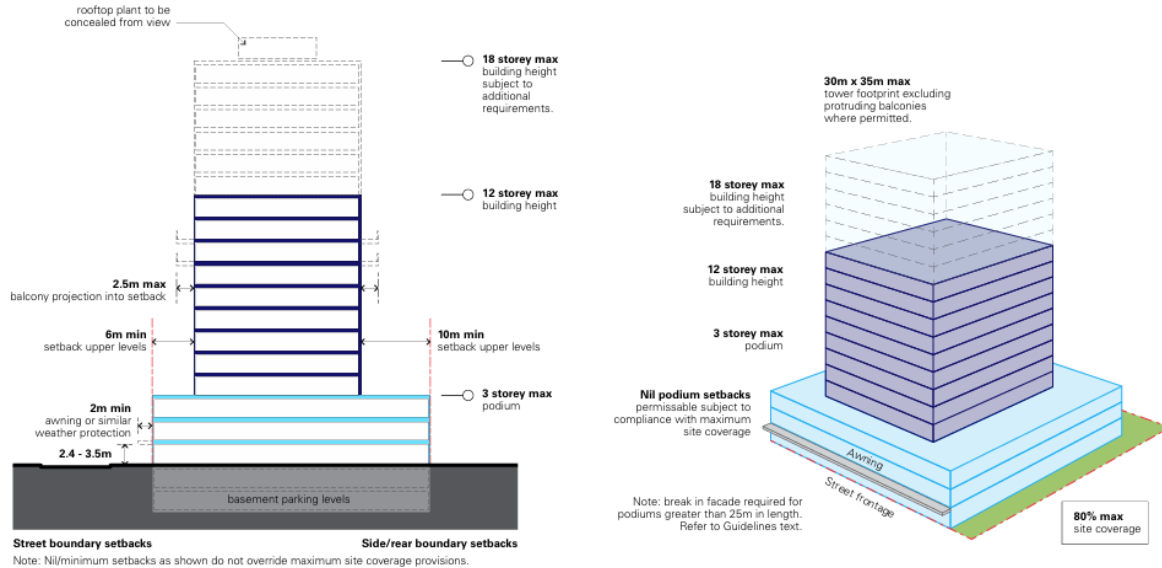
Consistent with the SCA designation, the site is located within the Beach Road - Inner Core Precinct, which forms the central core and intended to accommodate the highest intensity built form within the centre. Development is expected to be characterised by mixed-use and contribute to a distinctive coastal skyline through high-quality, bold architectural outcomes reflecting the landmark nature of the location.

In accordance with the SMP's "rising to the centre" principle, the precinct accommodates the greatest development intensity in the area, with a base building height of 12 storeys and opportunity for an additional 6 storeys. Additional building height is subject to design excellence being achieved, compliance with applicable development standards and the provision of one or more prescribed community benefit outcomes.

Adjoining properties along WCH are also located within the Beach Road – Inner Core Precinct. To the east, however, the site is adjoined by the Beach Road Outer Core Precinct, where a lower base building height of 8 storeys up to 12 storeys applies, reflecting the SMP's broader objective of concentrating the tallest built form within the centre while transitioning to lower-scale development towards surrounding areas.

Figure 1 below shows the development standards for the Beach Road Inner Core Precinct and **Table 2** provides an overview of the proposal's compliance against development standards. While the proposal aligns with a number of the precinct's built form and land use objectives, it seeks variations to several key development standards, most notably building height, podium height, site coverage and tower floorplate dimensions.

It is noted that certain provisions of the SDGs relating to residential development have been superseded by the deemed-to-comply and design principle requirements of State Planning Policy 7.3 Residential Design Codes Volume 2, pursuant to Clauses 1.2.2 and 1.2.3 of the SDGs. Where any inconsistency arises, the proposal has been assessed against the applicable R-Codes provisions.

Figure 1 – Design Guidelines for Beach Road Inner Core Precinct.**Table 2 - Development Standards – Beach Road Inner Core Precinct**

	Required	Proposed
Preferred Land Uses (Ground floor)	Café/restaurant, shop, office, community facilities	Complies - Shop, office, (Note - residential lobby permitted)
Preferred Land Uses (Upper floors)	Residential, hotel, serviced apartments, office	Complies - Multiple dwellings
Minimum podium street setback	Nil	Complies - Nil to 11m
Minimum podium side/rear setback	Nil	Complies – Nil
Upper Levels Street Setback	6m from boundary	Complies – 6.5m
Upper Levels Side/Rear Setbacks	10m from boundary	Mostly complies – 11.1m, however plant overhangs on rooftop level north with 9.3m setback
Building Height (maximum)	12 storeys / 43m (base height) or 18 storeys / 64m	Non-compliant – 26 storeys (90m)
Podium Height (maximum)	3 storeys up to 11.5m	Non-compliant - 4 storeys up to 13.5m
Percentage Site Coverage (maximum)	80%	Non-compliant - 87%
Tower floor plate	30m x 35m	Non-compliant - 31.8m x 33.675m
Authority Sustainability Rating	Min. 4 Star Green Star	Complies - 5 Star Green Star

Development is also expected to incorporate main street design principles, passive surveillance and active frontages, weather protection and landscaped continuous frontages that enhance pedestrian amenity and contribute positively public realm/private space interaction. Bold architectural gestures will also give prominence to the central core of the redevelopment area and contribute to the landmark value of the location. The SDGs also identify two locations for shared vehicle access from WCH with adjoining properties to minimise the number of crossovers and improve streetscape outcomes.

Scarborough Development Policies (SDP)

The SDP comprise ten development policies relating to green building, heritage places, sound and vibration attenuation, providing public art, additional structures, signage, home based business, hosting public events, affordable and diverse housing and adaptable housing. The following requirements are relevant to the proposal as discussed in the SPC report:

- Dwelling mix - 20-40% studio/single bedroom units and minimum 10% three-bedroom dwellings.
- Affordable housing - Minimum 12% of dwellings (either social or affordable owner occupied)
- Adaptable housing - High level of housing accessibility, including different needs and abilities and allows for ageing in place: 20% Core Liveable Housing Design Elements.
- Public Art contribution - \$500,000 plus 0.5% for every construction cost dollar over \$50 million.

Site context and history

The site is centrally located within the Scarborough District Activity Centre and the former Scarborough Redevelopment Area which was established under the *Metropolitan Redevelopment Authority Act 2011*. Development WA was responsible for planning control in the area between 2014 and 2023, after which planning responsibility reverted to the City of Stirling. The surrounding area contains a mix of mostly older existing and recently approved developments reflecting the transition of the redevelopment area. The area is identified for high-rise development which is to taper down to mid-rise buildings towards lower density residential development. Immediately surrounding development is predominantly low-rise grouped and multiple dwellings of two to three storeys, with approved and proposed higher-intensity mixed-use development within the locality.

Site context and surrounding area

The locality is characterised by varied topography, with significant cut and fill evident throughout the area and a pronounced fall in land levels approximately 50 metres south of the site (refer **Figure 2**).



Figure 2 – Contour map (1m contour lines)

Directly surrounding development is mostly residential, ranging from single storey to commercial and tourism-related uses ranging between one and three storeys.

Properties south of the Site – 202 and 204 WCH

Lots 202 and 204 WCH comprise three-storey residential developments situated on elevated land that rises significantly towards the eastern boundary. The buildings address WCH at a comparable overall height to the existing Tide development but due to excavation on the subject site, a substantial level difference exists between the subject site and Lot 202. Each development contains 12 dwellings arranged diagonally across the site, with primary balconies and major openings oriented towards the west and south. Of note, the development on Lot 202 appears to have few if any major openings on

its northern elevation. Retaining walls and at-grade parking areas are located within the front portions of both sites. Aside from the building footprints, the majority of the remaining site area is occupied by hardstand parking and associated paved surfaces.

Properties north of the Site - 194 WCH and No. 9 Manning Street

The adjoining northern property contains two older single-storey dwellings. The rear portion of the site sits higher than the subject site due to excavation undertaken on the subject site, resulting in a level difference. The dwellings present a relatively low-scale built form, with largely blank façades to WCH. Further north, at the corner of WCH and Manning Street, is a six-unit, 1-2 storey complex that faces Manning Street and presents to the intersection with a large blank wall and fence. The roofline as it presents to WCH appears slightly lower than the existing Tide development.

Properties east of the Site – 33, 35 and 39 Filburn Street

No. 33 Filburn Street is diagonally north-east of the subject site and comprises 2-3 storey, circa 1990s townhouses. Given the site's elevation, the dwellings are visible from WCH and appear taller than surrounding development.

No. 35 Filburn Street is located directly behind the northern part of the subject site and consists of a two-storey complex with ten dwellings. The building is positioned on the eastern half of the site, with a 30m setback to the subject site boundary and car parking at the rear of the lot. Due to the site being about one storey higher than the subject site, the building's roofline is at a similar level to the Tide development and a high boundary retaining wall divides the properties.

No. 39 Filburn Street is located directly behind the southern portion of the subject site and comprises a two-storey single dwelling. Similarly to No.35 Filburn Street, it is set higher than the subject site and the roofline is at a similar level to the Tide with a boundary retaining wall between the properties.

No. 41 Filburn Street is diagonally south-east of the subject site and consists of four two-storey townhouses (circa 1990s-2000s) which are visually prominent on the ridgeline due to the steep fall southwards. They are orientated with outdoor living areas on the northern side.

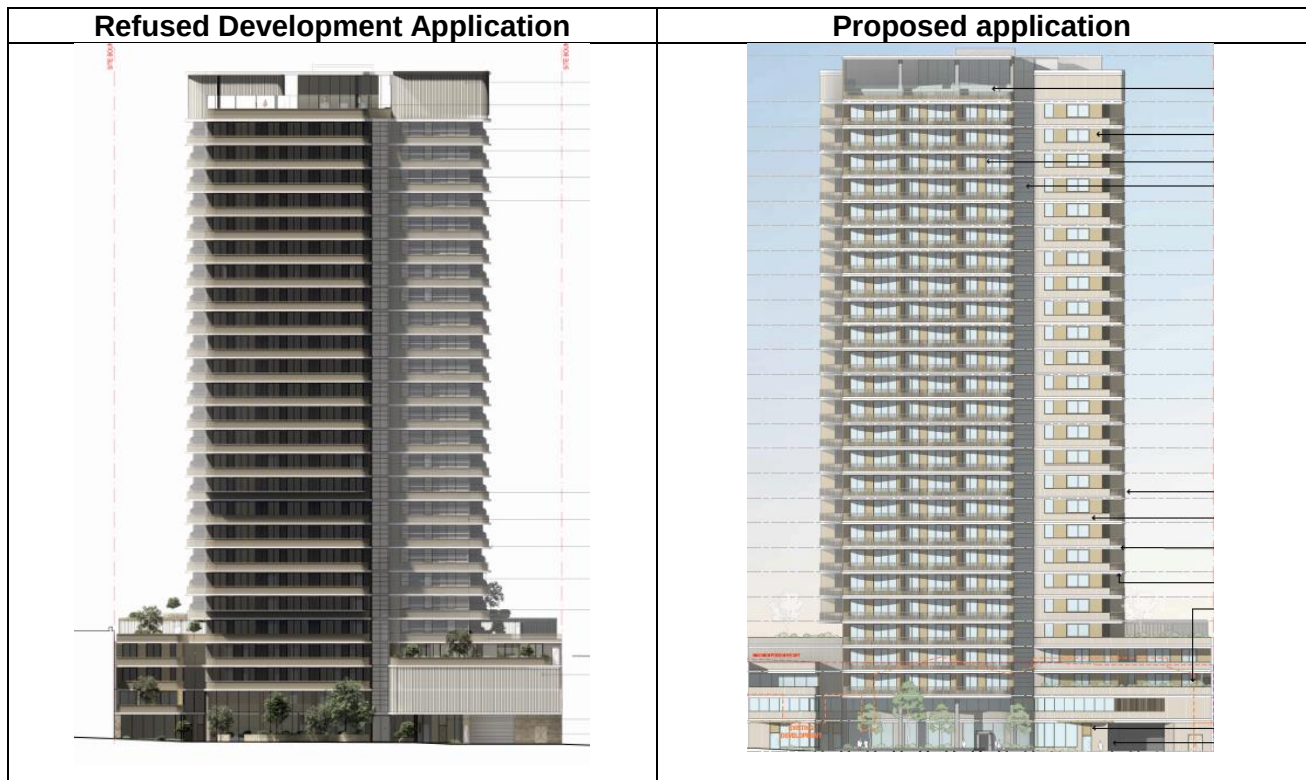
Properties west of the Site

Directly opposite the site is a service station. To the north is a multi-storey carpark and to the south is the 19-storey Rendezvous Hotel. Further west, along the beachfront, are a range of commercial and hospitality uses, including cafés, restaurants and a nightclub.

Previous Development Application

In December 2023 Development WA refused a mixed-use build to rent (BTR) development of the same height (although reported as 27 storeys) comprising 262 dwellings, retail and office tenancies, communal facilities and 204 parking bays. Public consultation generated 90 submissions, with 88% objecting to the proposal. The primary concerns related to building height, bulk and scale, traffic and parking, design quality and aesthetics, wind impacts, overshadowing, amenity impacts on surrounding properties and public spaces and lack of community benefit.

The current application remains fundamentally similar to the refused proposal. It retains the same tower and podium height, pinwheel tower configuration, footprint and similar setbacks, ground-floor commercial uses and pocket park concept. The principal changes are reduction in dwelling numbers (262 to 246), revised apartment layouts, façade changes to provide greater street orientation, Relocation of the gym/wellness facilities from the rooftop to Level 1, increased storage and updated materials and finishes.



Development WA identified nine reasons for refusal which can broadly be summarised as follows:-

- Inconsistency with the Scarborough Redevelopment Scheme (SRS) due to excessive height, bulk and scale, poor streetscape outcomes, neighbour impacts, parking shortfalls, limited landscaping, overshadowing and inadequate wind mitigation.
- Overdevelopment of the site beyond planning intent of the SRS, compromised dwelling quality.
- Non-compliance with SDGs relating to building height, podium height, floorplate size and site coverage, collectively resulting in excessive bulk and scale.
- Failure to demonstrate a high standard of design or design excellence.
- Poor streetscape interface, including inactive frontages and the pocket park lacks amenity and activation.
- Inadequate access to natural light and ventilation for internal living spaces including some habitable rooms without direct access to natural light or ventilation.
- Insufficient and unresolved visitor parking and access arrangements.
- Inadequate dwelling storage provisions.
- BTR dwellings do not meet minimum SDGs and R-Codes requirements, limiting adaptability.

The City of Stirling has advised it does not consider the fundamental reasons for refusal have been addressed and that of the eight refusal reasons, only the sixth refusal reason regarding internal dwelling design has been addressed. The design review of the previous application concluded that the proposal did not achieve design excellence and key areas requiring improvement related to the façade, balcony design and wind mitigation, rooftop design, bulk and scale, pocket park design for activation, legibility and passive surveillance, landscaping and internal apartment layout.

Development approvals in the locality

Recent approvals within the Scarborough centre demonstrate a number of higher-density mixed-use and apartment development, including:-

- *194 West Coast Highway* – Located immediately north of the subject site, Development WA approved a 24-storey mixed-use in 2020 comprising 175 apartments, commercial uses, a café/restaurant and a pocket park. The proposal was assessed as achieving design excellence, addressing amenity impacts and complying with key built form standards such as podium and tower setbacks, site coverage and sustainability outcomes incorporating a 5-star Green Star rating. The approval has since lapsed, with an extension currently being pursued.

- *10 Scarborough Beach Road (3 Oceans development)* – Situated approximately 50 metres from the subject site, this proposal was approved in 2018 and comprises 43-storey and 33-storey towers accommodating a hotel, residential apartments, an art gallery and café uses. The development was recognised as achieving design excellence and represented one of the most significant landmark developments proposed within the Scarborough precinct. The approval lapsed in 2022.
- *12 Reserve Street (The Dunes)* - Located approximately 270 metres from the subject site, The Dunes is a mixed-use development comprising 223 apartments over two 17-storey towers and is currently under construction.
- *242 West Coast Highway (White Sands)* – Located approximately 500 metres from the site, White Sands comprises 29-storey and 12-storey towers containing 302 apartments and shopping centre. The approval has lapsed and an extension to the development approval is currently being sought.

Existing development

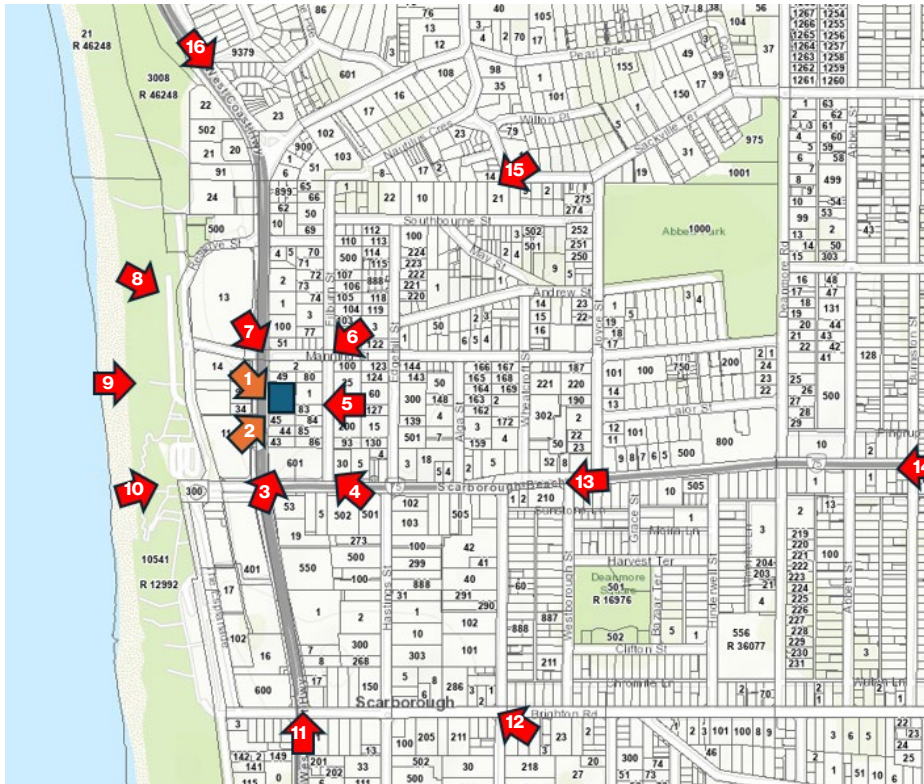
The subject site currently comprises the Tide, a three-storey apartment complex with 45 co-living units across two buildings. The development provides both short- and long-term rental accommodation and includes a central landscaped courtyard and swimming pool. Vehicle access provided is via two crossovers on WCH linked by an internal driveway with substantial landscaping at the northern end of the site and facing the street.

The development presents as three storeys to WCH and the rear building appears approximately one storey higher due to the site's upward slope towards the eastern boundary. The existing buildings are characterised by gabled roof forms and, when combined with elevated site levels and undercroft parking, have a notable visual presence within the surrounding streetscape.

Surrounding development

including a 24-storey development at the adjoining property, 194 WCH and a 33 and 43-storey development has been approved at 10 Scarborough Beach Road, located approximately 100 metres south of the site.

View Reference Numbers



View 1



Existing Outlook



Proposed Development (compliant massing outlined in white)

View 2

3

PLUSSTUDIO



Existing Outlook



Proposed Development(compliant massing outlined in white)

General Public Viewpoints



View 3 (compliant massing outlined in white)



View 4 (compliant massing outlined in white)



View 5 (compliant massing outlined in white)



View 6 (compliant massing outlined in white)

General Public Viewpoints



View 7



View 8



View 9



View 10

General Public Viewpoints



View 11



View 12



View 13



View 14

General Public Viewpoints

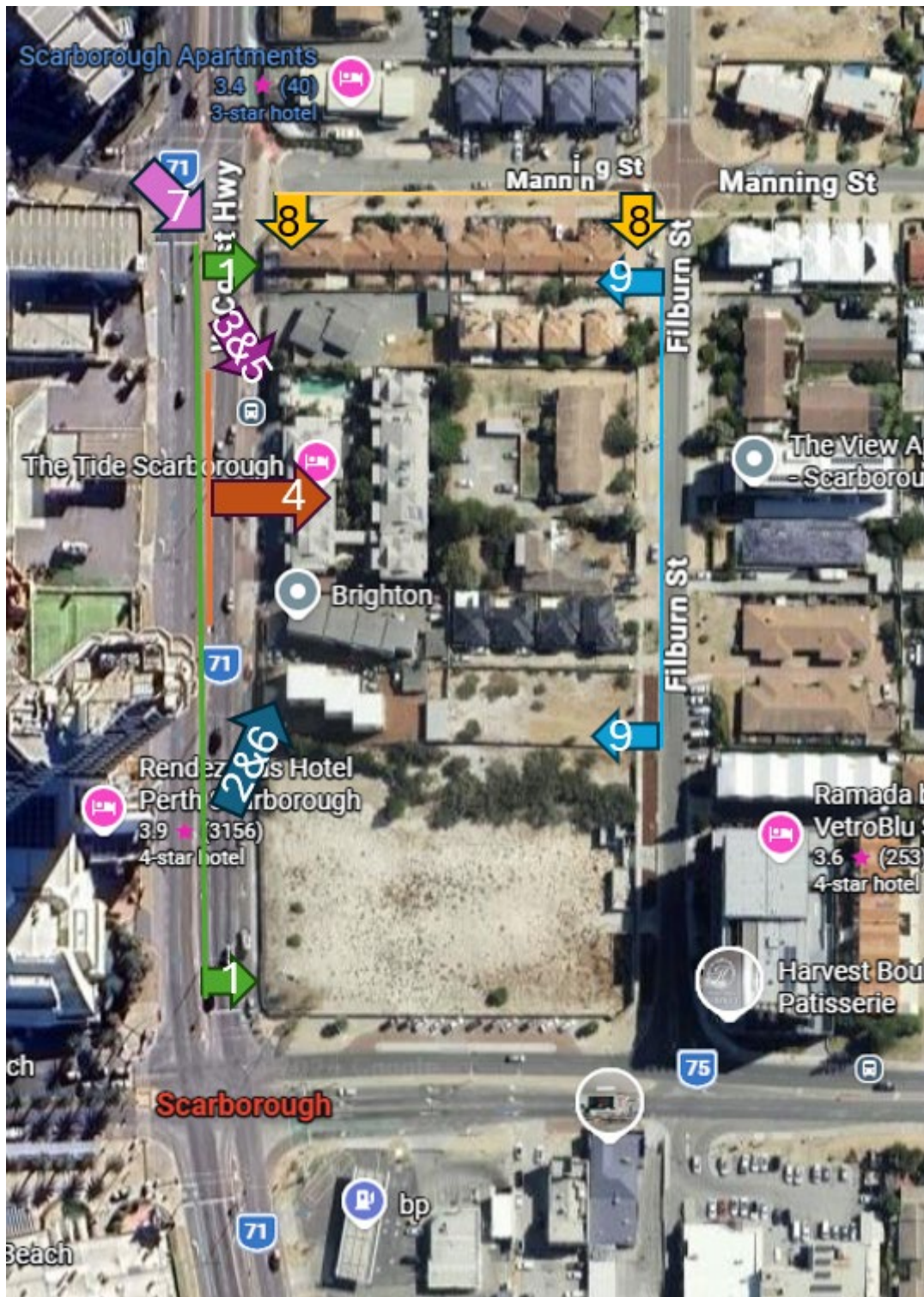


View 15



View 16

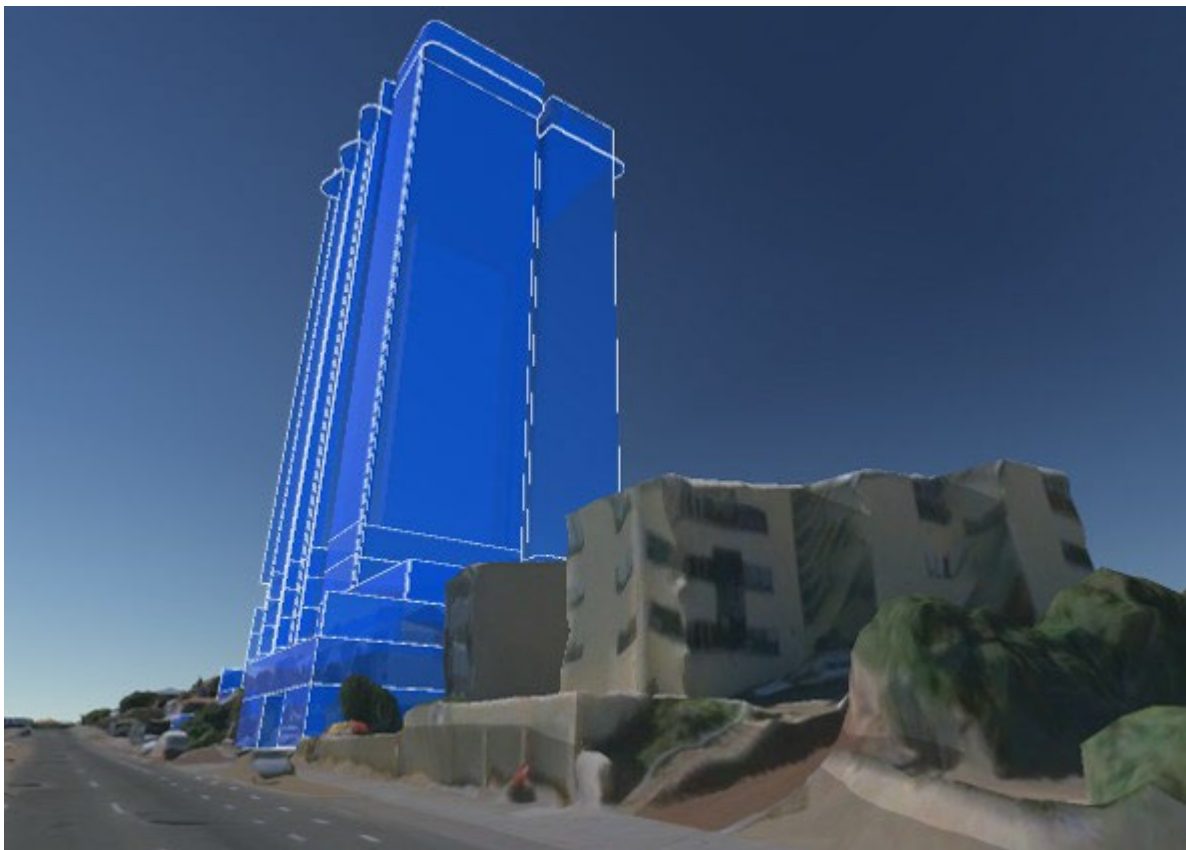
Prepared by Department of Planning, Lands and Heritage



Prepared by Department of Planning, Lands and Heritage

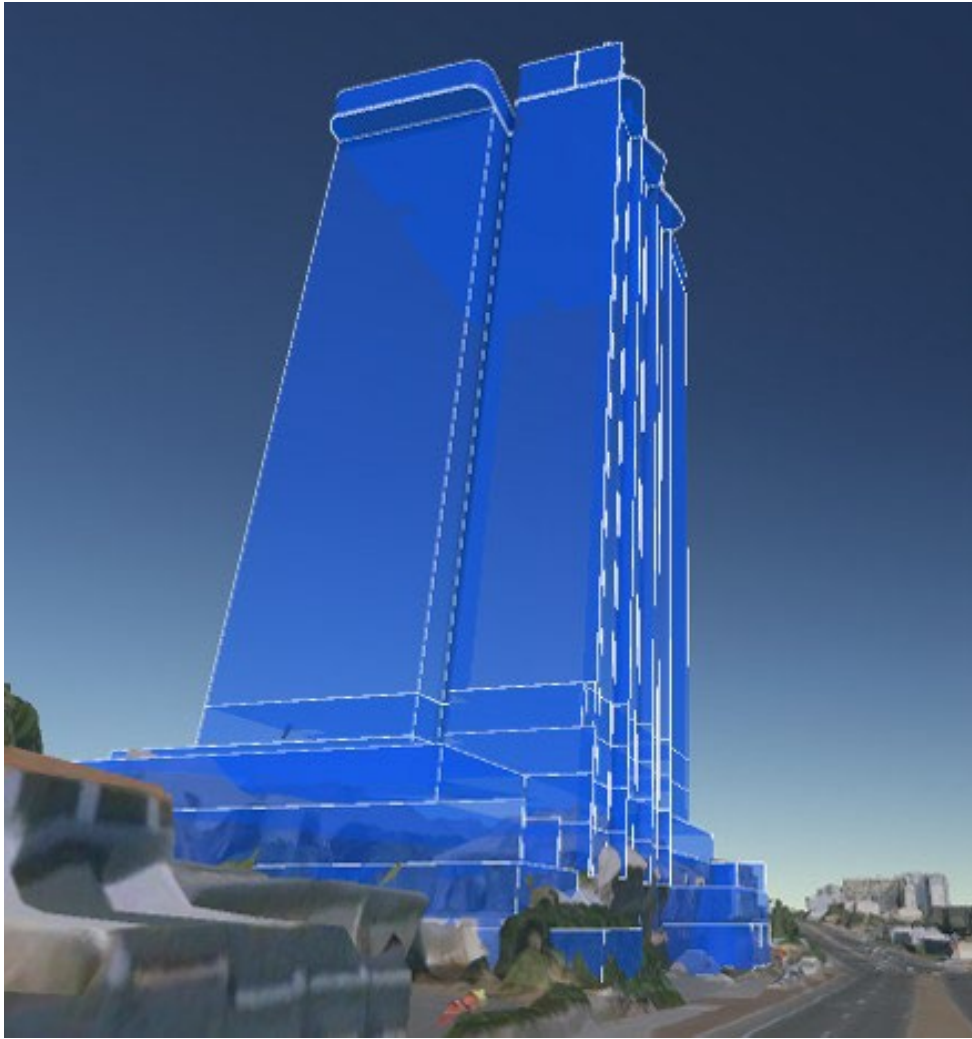


VIEW 1 – Streetscape montage along West Coast Highway



VIEW 2 – Looking northwards along West Coast Highway

Prepared by Department of Planning, Lands and Heritage



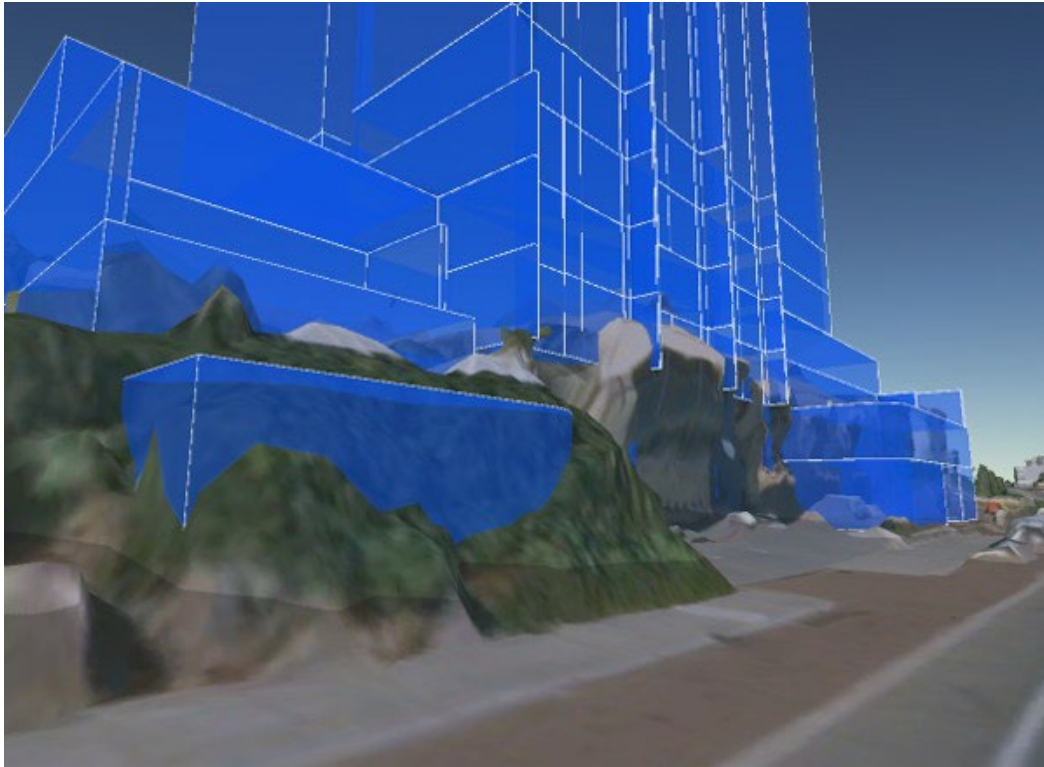
VIEW 3 – Looking southwards along West Coast Highway

Prepared by Department of Planning, Lands and Heritage

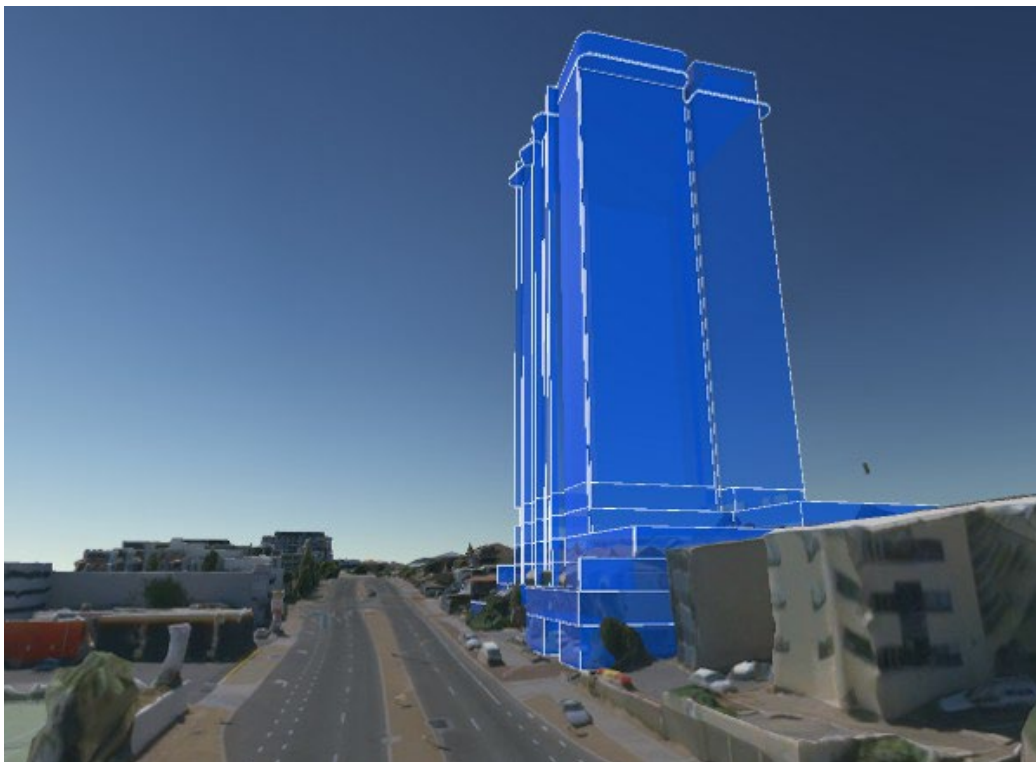


VIEW 4 – From West Coast Highway

Prepared by Department of Planning, Lands and Heritage



VIEW 5 – Looking southwards along West Coast Highway at street level



VIEW 6 – Looking northwards along West Coast Highway

Prepared by Department of Planning, Lands and Heritage



VIEW 7 – Looking southwards from West Coast Highway/Manning Street intersection



VIEW 8 – Looking southwards from Manning Street

Prepared by Department of Planning, Lands and Heritage



VIEW 9 – Looking westwards from Filburn Street

Job Ref: 8773
6 August 2026

Significant Development Assessment Unit
Locked Bag 2506
PERTH WA 6001

Attention: Seth Cohen-Radosevich

Dear Seth

**Response to Request for Information – SD-030-24
Lot 572 (No. 200) West Coast Highway, Scarborough**

I refer to your letter dated 17 April 2026 requesting additional information pertaining to our Part 11B Significant Development Application for Lot 572 (No. 200) West Coast Highway, Scarborough.

We have reviewed your request, along with advice from the State Design Review Panel ('SDRP') and feedback from the City of Stirling, State Agencies, and the community, and hereby provide further justification and information, along with amended plans and supporting documents accompanying this submission, as follows:

- Attachment 1 – Amended Development Plans
- Attachment 2 – Marked Up Design Changes Plan
- Attachment 3 – Response to SDAU Comments
- Attachment 4 – Response to City of Stirling Comments
- Attachment 5 – Response to Community Consultation Themes
- Attachment 6 – Response to State Agency Advice
- Attachment 7 – Amended Landscape Concept Report
- Attachment 8 – Cross Ventilation Summary (First 9 Storeys)
- Attachment 9 – Amended Transport Impact Assessment
- Attachment 10 – Amended Noise Management Plan
- Attachment 11 – Amended Wind Assessment
- Attachment 12 – Comparative View Corridor Analysis
- Attachment 13 – Amended R-Codes Volume 2 Assessment

Responses to the key matters raised follows.



Level 3
369 Newcastle Street
Northbridge 6003
Western Australia

p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

State Design Review Panel

Following the State Design Review Panel's review of the proposed development on 17 March 2026, the Project Team has reviewed and implemented key design recommendations, as summarised below.

Key Recommendation	Design Response
Refine the foyer and entry experience to reduce overly formal or corporate cues and create a more welcoming, contextually appropriate arrival experience aligned with the coastal character.	The forecourt pocket park design has been amended to create a more intimate, human-scaled arrival experience. This includes providing a narrower, meandering entrance from West Coast Highway, increased landscaping provisions, including more substantive tree planting opportunities to strengthen amenity and sense of place, and use of 'coastal' species selection. Formalised seating areas have been replaced with informal bench seating supporting casual and relaxed gathering.
Integrate shading and screening elements to the tower, especially along the western frontage, to improve resident comfort, reduce heat gain, and ensure a cohesive architectural expression.	Additional canopy elements have been added to the western elevation of the proposed development providing cover above the ground floor commercial tenancy entrances, e-bike station, and bike store access. The canopy has been designed to align with the 'wave' design approach applied to the remainder of the development, ensuring cohesive architectural expression.
Reconsider dark façade elements to avoid excessive heat gain and align with the coastal identity identified in the context and character analysis.	The façade colour scheme has been amended to include a lighter shade of bronze cladding to reduce heat absorption and improve thermal performance, consistent with the recommendations of the submitted Environmentally Sustainable Design Strategy.
Consider the opportunity for the introduction of more diverse communal spaces on the sheltered northern portion of the Level 4 podium that is currently under-utilised.	The revised design now incorporates a communal courtyard on the northern portion of the Level 4 podium, that will be accessible from both the internal corridor and the carpark. This space is sheltered and provides opportunities for solo or small-group gathering within a smaller, more intimate space, accommodating seating areas and landscape planters accommodating substantive tree planting.
Improve the usability of functional amenities, including bike storage, activity store access, and waste systems, to support long term liveability and a high-quality resident experience.	The ground floor bike store, activity store, end-of-trip facilities and internal circulation corridors have been redesigned to enable ease of access and internal circulation to encourage regular, practical use.
Refine the integration of landscape on structure to ensure adequate conditions to support tree canopy in this coastal setting.	The Amended Landscape Concept Report significantly increases on structure tree planting on Level 4 of the proposed development. The overall tree provision on Level 4 changes from six (6) trees overall, including two (2) large and four (4) small trees, to 15 trees overall, including one (1) large tree, one (1) medium tree, and 13 small trees. The tree sizes and species selection have been chosen having regard to the site's coastal setting and potential impacts from prevailing wind.

Key Recommendation	Design Response
Further develop the public art proposal to support a more welcoming, less formal character at ground level.	The Amended Landscape Concept Report identifies opportunities for an 'integrated wall art' to be incorporated into the landscape design. It is expected that any final public art proposal will be complimentary to the materials and planting selection for the development. This builds on the recommendation of 'Opportunity Two – Pocket Park' under the submitted Public Art Strategy which recognises that landscape-integrated elements may form as public art. It is anticipated that the final public art proposal will be developed further, building on the submitted Public Art Strategy, required as a condition of development approval.
Improve the safety and functionality of the driveway entrance.	The revised design includes adjustments to the substation and fire booster at the entrance to the development to provide for sightline truncations. In addition, the fire booster, water meter and substation have been revised so that their doors do not open out onto the driveway. In terms of the functionality of the ground floor driveway, the Amended Development Plans identify the manner in which the 'Waste Collection & Loading Bay' area can be utilised. This includes opportunities for up to five (5) standard parking bays that can be utilised for drop-off/pick-up by rideshare vehicles.
Demonstrate the capacity to increase the provision of storage for apartments.	The revised plans have increased storeroom provision by way of: - Increasing storeroom provision from 95 storerooms to 162 storerooms, a 170% increase from the plans previously submitted. - Amending the internal floor layout of Apartment Types E, K and O to incorporate internal storage space within the dwelling, resulting in 64 of the total 246 dwellings having dedicated internal storage space. Storeroom provision is discussed further below in this Submission.

Table 1: Summary of SDRP Key Recommendations & Design Response

Refer to **Attachment 1 – Amended Development Plans**, **Attachment 2 – Marked Up Design Changes Plan**, and **Attachment 3 – Amended Landscape Concept Report**. Considering these design changes, the proposed development is representative of 'Design Excellence' and qualifies for bonus building height under the Design Guidelines.

Scarborough Master Plan

The Scarborough Masterplan sets out the vision and rationale for the planning controls under the Design Guidelines, key aspirations of which include:

- Building intensity 'rising to the centre' and 'rising to meet the ocean', with the intersection of Scarborough Beach Road and West Coast Highway forming the central point for intensive building height, extending outwards, both north and south of Scarborough Beach Road, centred along West Coast Highway.
- Built form will provide consistency along the street edge through setbacks and podium height.
- Avoiding flat bulky forms by creating controls that promote a more attractive skyline and place a greater emphasis on ensuring light and openness between taller elements of buildings.

- Promoting taller thinner buildings that enable more of the neighbourhood and centre to enjoy views that might be lost if development is flat and wide.

Having regard to the above, the key principles as they relate to building height, podium height, site coverage and tower floorplate, and the cumulative impact of these matters, is discussed further below.

Building Height

The Design Guidelines establish building height controls premised on identified 'precinct areas', with opportunities for additional building height to be supported where a proposal provides significant community benefits. The subject site is located within the Beach Road Inner Core Precinct, which along with the Esplanade Inner Precinct, forms a defined 'central area' within Scarborough focussed on and surrounding the Scarborough Beach Road and West Coast Highway intersection. A maximum allowable building height of 18-storeys (inclusive of bonus height) is applicable within this central area, graduating down to lower maximum heights of 12-storeys, 6-storeys, and 3-storeys (inclusive of bonus height) as you extend further north, south and east of the central area.

Whilst the Design Guidelines permit a maximum 18-storey building height within the central area, a substantive 43-storey development was approved on the northern side of the intersection of Scarborough Beach Road and West Coast Highway, on a site comprising 10 Scarborough Beach Road, 206 West Coast Highway, and 45 Filburn Street. Extending northwards is the subject site, with its proposed 26-storey built form, and then the adjacent site, being 194 West Coast Highway and 7-17 Manning Street, which was the subject of an approved 24-storey building. Further afield, extending approximately 445m from Scarborough Beach Road is 12 Reserve Street, which is the subject of a 17-storey approval, where the applicable maximum height limit is 12-storeys.

In terms of development to the south of Scarborough Beach Road, there has similarly been developments approved which exceed the maximum building heights under the Design Guidelines. This includes a 29-storey approval at 242 West Coast Highway, which is located approximately 180m south of Scarborough Beach Road and is subject of a maximum 18-storey building height under the Design Guidelines. In addition, developments at 22-26 Brighton Road and 291 West Coast Highway, which exceed their maximum 12-storey height limits with building heights of 18-storeys and 17-storeys approved, respectively, were approved.

A summary of the abovementioned approvals is provided in Table 2 below.

Location	Height Limit	Approved Height	Variation
10 Scarborough Beach Road, 206 West Coast Highway & 45 Filburn Street (Intersection of Scarborough Beach Road & West Coast Highway)	12/18 storeys	43 storeys	25-31 storeys
242 West Coast Highway (180m south of Scarborough Beach Road)	12/18 storeys	29 storeys	11-17 storeys
194 West Coast Highway & 7-17 Manning Street (180m north of Scarborough Beach Road)	12/18 storeys	24 storeys	6-12 storeys

Location	Height Limit	Approved Height	Variation
291 West Coast Highway (640m south of Scarborough Beach Road)	8/12 storeys	17 storeys	5-9 storeys
22-26 Brighton Road (360m south of Scarborough Beach Road)	8/12 storeys	18 storeys	6-10 storeys
12 Reserve Street (445m north of Scarborough Beach Road)	8/12 storeys	17 storeys	5-9 storeys

Table 2: Development Approvals Subject of Building Height Variations

Figures 1 and 2 below illustrate how the proposal aligns with the vision of building heights raising to the centre of the area, having regard to the building heights of previously approved development surrounding the subject site.

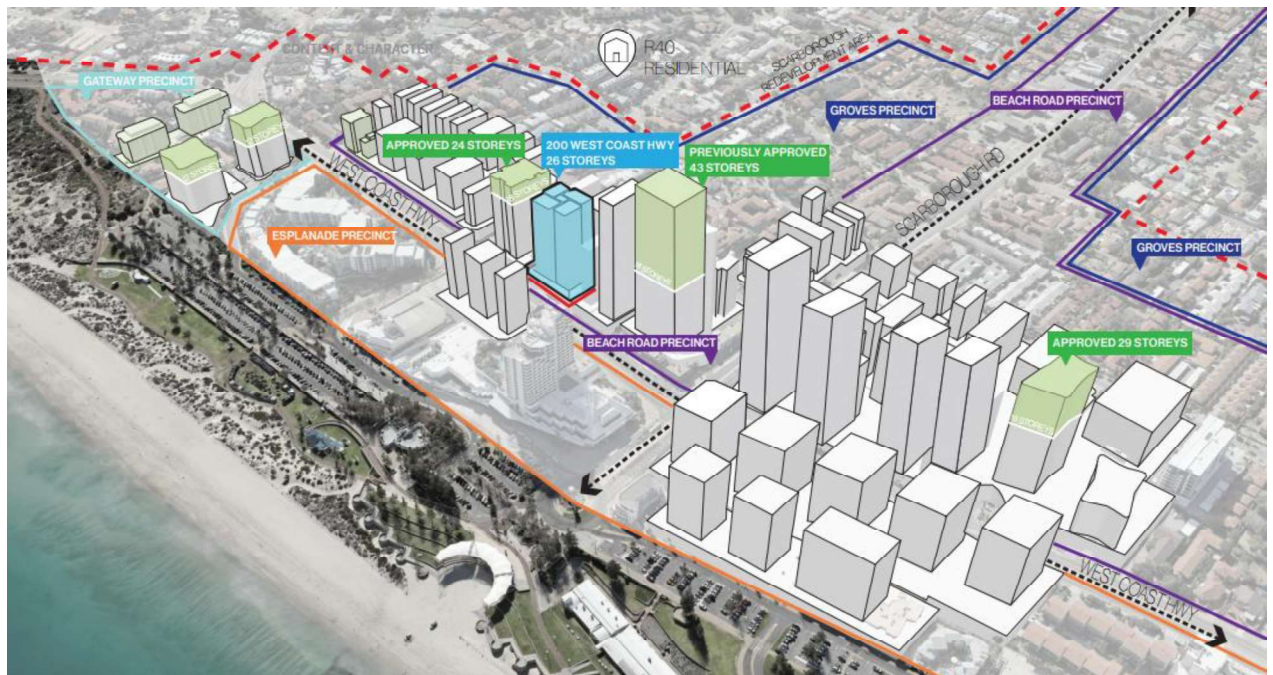


Figure 1: Future Built Form Character (Extract from Architectural SPP 7.0 Response).

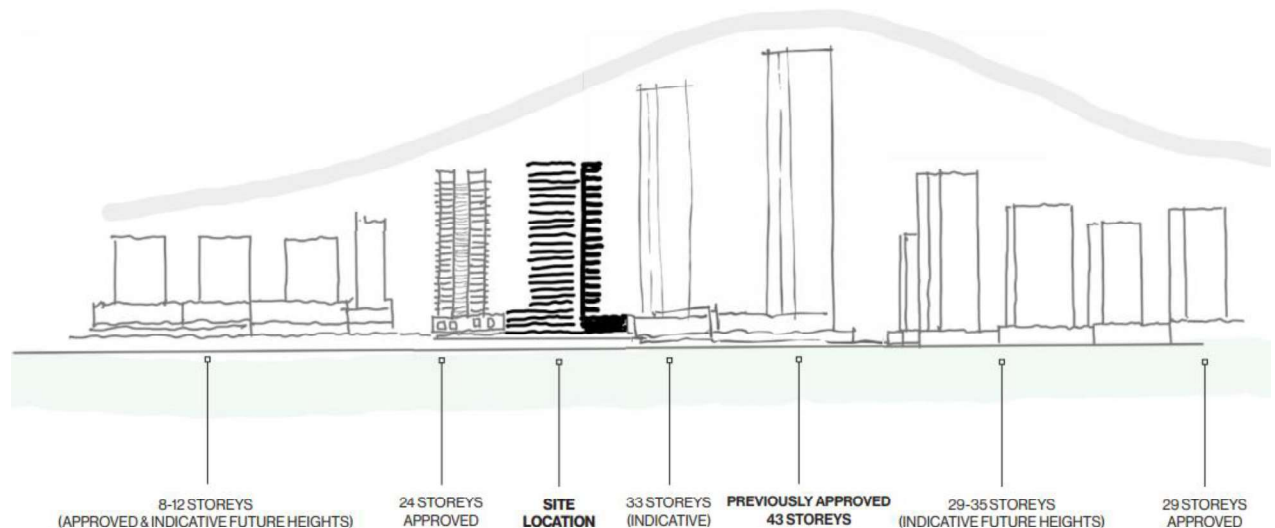


Figure 2: Future Context Section (Extract from Architectural SPP 7.0 Response)

Having regard to the above, the following is evident:

- There has been a shift towards increased building heights from what is provided for under the Design Guidelines.
- Whilst there has been a shift, the notion of 'rising to the centre' remains, whereby intensive building heights are focussed on the intersection of Scarborough Beach Road and West Coast Highway and graduate down in scale moving away from this intersection, in a northerly, southerly and easterly direction.
- In comparison to the southern section of West Coast Highway, the variation in approved heights is not dissimilar to that of the northern section where the subject site is located.

In light of the above, it is evident that the proposed development, with its 26-storey building height, is consistent with the vision of focussing height centrally within the Scarborough area as well as providing an appropriate transition between the previously approved 43-storey development to the immediate south, and to the north the adjacent 24-storey building, and 17-storey building further afield.

Podium Height

The Design Guidelines permit a maximum podium height of 3 storeys (up to 11.5m) and nil setbacks to front, side and rear boundaries in the Beach Road Inner Core Precinct. Noting that the Master Plan strives for consistency in built form along the street edge, the design has been influenced by the approved development immediately to the north on 194 West Coast Highway & 7-17 Manning Street. Another key design influence has been the topography of the site, which notably slopes up from West Coast Highway to the east of the site by

approximately 6m. As a result, the ground floor and first floor components of the development cut into the site, reducing the overall podium height on the eastern portion of the site.

To assist in consideration of interface, the submitted Development Plans have been amended to illustrate the extent of existing development within and surrounding the subject site. Refer to **Attachment 1 – Amended Development Plans**.

In considering podium height of the proposed development, the following points are relevant:

- The subject site contains existing development with a maximum height of approximately 12.5m above finished ground level (as measured from the northern boundary), and in terms of the streetscape view, existing development measures to a maximum height of approximately 12.1m, which is only marginally less than the height of the proposed podium.
- Along the northern boundary of the site, the proposed podium height generally aligns with the approved development on 194 West Coast Highway & 7-17 Manning Street, as reflected on the originally submitted Development Plans.
- The height of the podium as measured from natural ground level at the primary street setback line is compliant, however the podium terraces up as the development extends eastwards, following the increase in natural ground level and softening building bulk as experienced from West Coast Highway.
- From a streetscape perspective, the proposed podium height is entirely consistent with the approved podium height of the adjacent approved development to the north of the site, supporting consistency along the street edge.
- In terms of the southern boundary, the proposed development only marginally exceeds the 11.5m podium height maximum. Acknowledging that the site slopes up from West Coast Highway, the proposed development staggers height along the extent of this lot boundary to appropriately correspond with natural ground level.
- For the eastern boundary, noting that properties to the rear of the site are more elevated than the subject site, the proposed podium generally presents as 3-storeys (compliant), and in any event provides a greater setback (3m) than the minimum allowable setback (nil).

In light of the above, it is evident that the podium design is appropriate having regard to both the existing and future context of the site, and importantly, facilitates a consistent street edge as envisioned by the Master Plan.

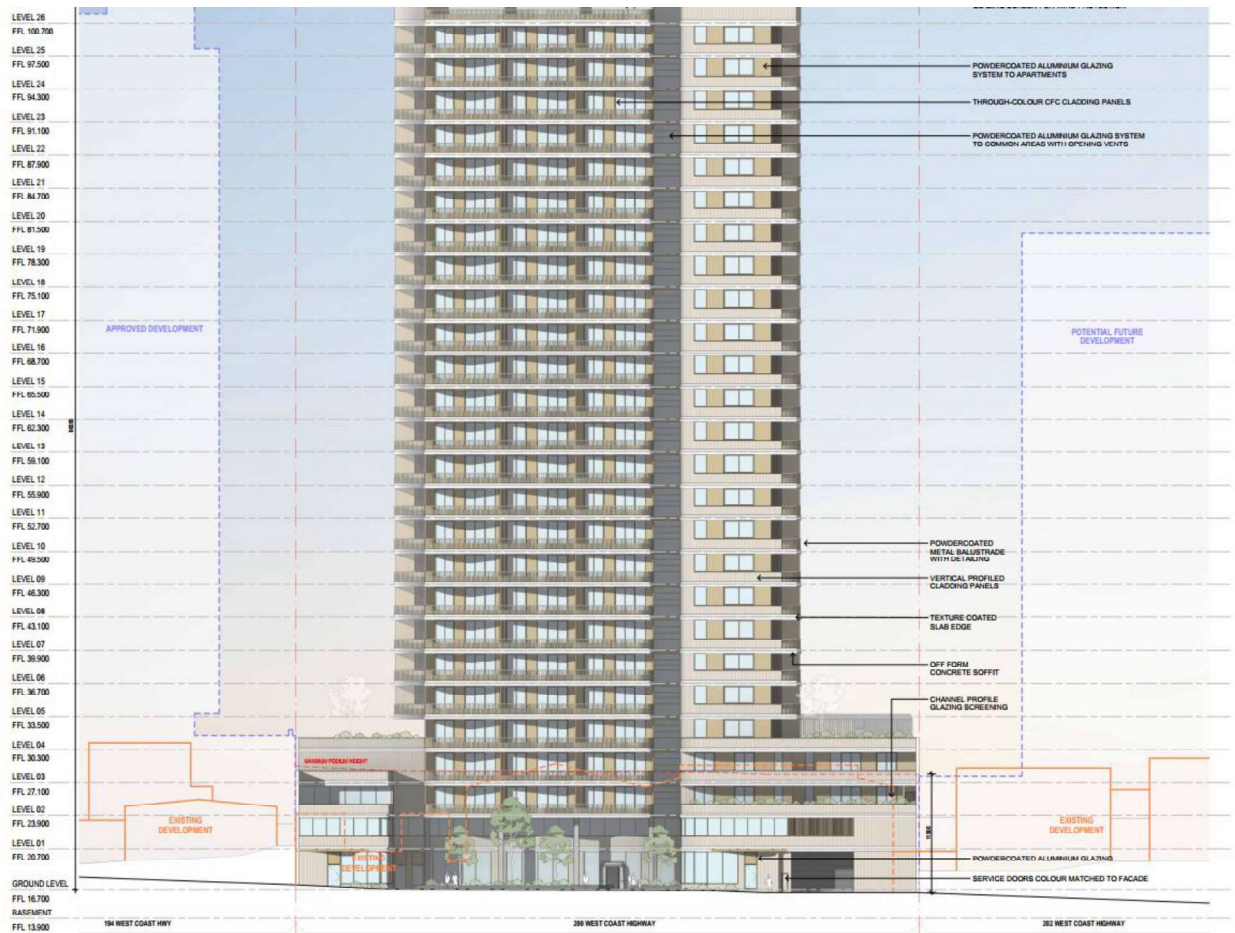


Figure 3: Streetscape Elevation Extract Depicting Podium Height & Existing Development

Tower Floor Plate, Site Cover & Setbacks

A principle under the Master Plan is to promote taller thinner buildings that enable the neighbourhood and centre to enjoy views that might be lost if development is flat and wide. The Design Guidelines have adopted parameters pertaining to minimum setbacks, and maximum site cover and tower floor plate as a means for controlling building bulk. In this regard, the development proposes the following:

- Site cover of 82.6% (2,507m²) in lieu of the 80% maximum (2,428m²) afforded under the Scarborough Design Guidelines, representing a minor variation of 2.6% or 79m².
- Maximum tower floor plate dimensions of 31.8m x 33.675m proposed in lieu of the maximum 30m x 35m dimension provided under the Design Guidelines.
- Setbacks greater than the minimum setbacks prescribed, with setbacks being 12.4m to the north, 14.34m to the south, and 11.1m to the east in lieu of the minimum 10m setback.

- The maximum balcony protrusion proposed is 2m in lieu of the maximum 2.5m setback protrusion. Notably, the balcony protrusion is not factored into the tower floor plate dimensions, meaning that the development could in fact be wider than proposed.

In terms of the tower floor plate variation, it should be noted that a compliant tower floor plate would allow 1,050m² of tower floor area, whereas the proposed tower floor plate occupies an area of 1,034m² based on its proposed 'pinwheel' design. The proposed design supports wider than typical corridors (2.5m in lieu of the 1.5m minimum) which adds to the resident amenity, daylight access and ventilation. A smaller floor plate would compromise these design outcomes. Accordingly, the proposed variation has no material impact on perceived building bulk, particularly given that the tower's maximum dimension of 33.675m remains comfortably within the prescribed 35m limit.

The proposed development is of a scale that is appropriate and proportionate for the characteristics of the site. The subject site is substantially wider in comparison to surrounding lots, with a 60.35m frontage compared to 20.12m lot frontages that characterises the street block. The proposed tower floor plate width occupies 53% of the lot frontage which is less bulky compared to the approved adjacent development to the north which occupies 60% of the lot frontage, based on its approved 24m-wide tower floor plate and narrower 40m frontage. The proposed development is also approximately 2.5m slimmer than the adjacent approved development as viewed on a north-south axis and provides a greater (12.3m) setback to the shared boundary in lieu of the minimum 10m setback.

The additional setback afforded by the proposed development assists with breaking the elevation form to enhance the tower's slender proportions, consistent with the intent of the Scarborough Master Plan in promoting taller thinner buildings and avoiding flat bulky forms. The greater setbacks also offer a better interface with adjacent properties, softening the perception of building bulk and favouring privacy protection, view lines, ventilation, and sunlight access.

Overall, whilst there are variations to site cover and tower floor plate, it is evident that these variations are minor in nature and inconsequential in aligning with the design intent under the Scarborough Master Plan, including supporting a 'thinner' building that is appropriate for the context and characteristics of the site.

Compatibility with Future Character of the Locality

Further information has been requested demonstrating how the proposed building height responds to the desired future scale and character of the street and locality. To assist in the assessment of the proposal, the submitted Development Plans included detail on the elevation and section plans illustrating (i) maximum allowable podium height measured from natural ground level, as per the Design Guidelines; and (ii) the extent of the approved development on the adjacent 194 West Coast Highway & 7-17 Manning Street.

In terms of compliance with the parameters under the Design Guidelines, the proposed development:

- Achieves nil podium setbacks as provided under the Design Guidelines;

- Provides a podium height that only marginally exceeds the maximum height permitted under the Design Guidelines, generally because of the existing site topography, and is consistent with the height of adjacent approved development which supports a uniform streetscape;
- Proposes a tower height which varies the maximum height provided under the Design Guidelines, however, is in-keeping with the height of approved development in the area and the notion of building intensity 'rising to the centre' (branching out from the Scarborough Beach Road and West Coast Highway intersection).
- Provides setbacks greater than the minimum requirements under the Design Guidelines; and
- Only marginally exceeds open space and tower floorplate parameters under the Design Guidelines, and when considered in the context of the site dimensions and provided setbacks, the impact of these variations is negligible.

In acknowledging that development in Scarborough will occur over time, leading to a transitional mix of built form intensity, the Amended Development Plans depict (i) the outline of existing development on and surrounding the subject site; and (ii) the potential extent of future development on adjacent properties (based on the allowances under the Design Guidelines). Table 3 below includes an analysis of the interim and future interface considerations having regard to the existing context of the site and surrounding area.

Existing Context	Interim & Future Interface Considerations
<u>Western Interface (Streetscape)</u> - Existing development on the subject site achieves a maximum height of three-storeys (approximately 12.5m above natural ground level). - The site is located almost opposite the existing 70m-high Rendezvous Hotel. - Surrounding development is predominantly two to three-storey in height. - The western interface is the lowest point of the site.	- The proposed podium height is generally consistent with the height of existing development on the subject site. - The Design Guidelines allow for nil podium setbacks in the Beach Road Inner Core precinct. - Along the northern boundary, the proposed podium height generally aligns with that of the approved development on 194 West Coast Highway. This is reflected on the Development Plans. - In terms of the southern boundary, the proposed development only marginally exceeds the 11.5m podium height maximum. Acknowledging that the site slopes up from West Coast Highway, the proposed development staggers height along the extent of the lot boundary to correspond with natural ground level. - Increased tower height (above what is permitted under the Design Guidelines) will not significantly alter the experience of the development at street level and neighbouring sites. - The delivery of the pocket park centrally within the proposed development's frontage to West Coast

Existing Context	Interim & Future Interface Considerations
	Highway breaks up the perceived building bulk at street level.
<u>Northern Interface</u>	
- The topography of the adjacent site similarly slopes up from West Coast Highway to the eastern boundary of the site. - Existing development comprises single-storey grouped dwelling development, setback a minimum 3m from the shared boundary. - The existing development immediately interfaces with the existing swimming pool on the subject site. - Land immediately to the north has been subject to a previous development approval under the current planning framework. - The land is under single ownership, favouring short-term redevelopment.	- The proposed development will significantly change the existing northern interface, noting that the existing dwellings on the adjacent site do not currently adjoin any existing buildings on the subject site. - Existing ownership favours short-term redevelopment, also noting that the site is subject of a previous development approval for a building of a similar scale to the proposed development. - The setback and height of the proposed development is generally consistent with the setback and height of the approved development on the adjacent site. - Irrespective of the approved development, due to the prevailing topography, future development will experience a similar need to cut into the site to respect the existing terrain, which in turn may lead to increased height at the streetscape level.
<u>Southern Interface</u>	
- Adjacent development comprises a three-storey residential apartment building setback a minimum of 3.5m and average of 7m from the shared boundary with the subject site. - The adjacent development has stairwell and corridor access along its northern edge and balconies facing south. - Land immediately to the south of the site is not subject to any prior development approvals under the current planning framework.	- The proposed podium height is up to 3m higher than the overall height of the adjacent development, representing a reasonable transition in height. - The existing setback and orientation of the existing apartment building limits impacts on privacy, ventilation, overshadowing, and view corridors. - Due to the prevailing topography, future development will likely experience a similar need to cut into the site to respect the existing terrain, which in turn may lead to increased height at the streetscape level. - Existing ownership arrangements do not favour short-term redevelopment.
<u>Eastern Interface</u>	
- Land to the east (rear) of the subject site is positioned up to 4m higher than the subject site. - Existing development comprises two-storey unit and townhouse development that is setback	- The proposed podium height is compliant to the eastern elevation and is setback in excess of minimum requirements under the Design Guidelines (3m in lieu of a nil setback).

Existing Context	Interim & Future Interface Considerations
between 18m to 27m from the rear (shared) boundary. - Land to the rear is not subject to any prior development approvals under the current planning framework.	- Should adjacent lots be developed in accordance with the Design Guidelines, a compliant podium would likely meet or exceed the height of the proposed podium on the subject site. - The interface between existing two-storey development and a proposed three-storey podium represents an appropriate transition in built form. - The level difference and setback of existing development to the rear assists with alleviating interim building bulk impacts.

Table 3: Interim & Future Interface Considerations

As detailed earlier in this Submission, the proposed development is consistent with the future character of the locality. While it will differ from the existing character and transform the site, this is expected given the limited redevelopment that has occurred in Scarborough and the area's ongoing transition. The proposed podium height is generally consistent with existing development on the subject site and adjoining properties to the south. The design also responds to the site's topography by stepping into the land, reducing the perceived height at the boundaries. Along the eastern interface, potential impacts are further reduced through a 3m setback (instead of nil), the lower existing ground level, and the substantial setback of development on the adjoining site. The streetscape and northern interface are also expected to evolve with the approved redevelopment of 194 West Coast Highway, which is of a similar size and scale.

View Corridors

In consideration of the design of 'towers', the Design Guidelines seek to ensure that buildings are designed to protect views towards the coast and that opportunities for views between buildings is maintained. It is for this reason that the Design Guidelines includes provisions on tower floorplate dimensions and setbacks. To assist in considering impacts on view corridors, a Comparative View Corridor Analysis has been prepared depicting the placement and height of the proposed development (26-storeys) in comparison to a 'compliant' development (18-storeys), as viewed from various public realm locations.

Refer to **Attachment 4 – Comparative View Corridor Analysis**.

Key observations from the Comparative View Corridor Analysis include:

- An overall observation is that view corridors do not meaningfully change when comparing the compliant and proposed building heights (18-storeys and 26-storeys, respectively). The proposed development will remain visible from all views regardless of its compliance.
- In terms of views immediately surrounding the site (Views 1 & 2), it is evident that the proposed tower will transform the look of the site irrespective of its height, however the height of the podium component will not be dissimilar to that of the existing development on the site. It is relevant to consider this view in the

context of the approved adjacent development at 194 West Coast Highway which will be similarly transformative.

- Views of the proposed development from Scarborough Beach Road (to the south of the site, looking north) (Views 3 & 4) show the scale of the proposed development in the context of the height and bulk of the existing Rendezvous Hotel. In the case of views from the Scarborough Beach Road and West Coast Highway intersection (View 3), the Rendezvous Hotel appears more prominent and bulkier by virtue of its wider form and closer proximity than that of the proposed development. In the case of the view from the Scarborough Beach Road and Filburn Street intersection (View 4), it is evident that the proposed development does indeed appear taller than the Rendezvous Hotel, but the height difference is subtle.
- The implications of the topography of the site and surrounding area is evident in Views 4 to 6 whereby the podium and lower tower components of the proposed development is predominantly screened from view.
- The view of the proposed development from the north of the site (looking south) (View 6 & 7) is prominent, given the existing low-rise development surrounding the site. This view however will be fundamentally screened upon the redevelopment of the adjacent 194 West Coast Highway.
- The view of the proposed development from the Scarborough foreshore (Views 8 to 10) show that the proposed height is relatively in-keeping with that of the existing Rendezvous Hotel. This is on the basis that the proposed development is located further away and positioned in the foreground, thereby appearing smaller.
- The implications of building height as viewed from further afield (Views 11 to 16) are inconsequential, specifically as the proposed development will be visible regardless of building height compliance. The prominence of the height, however, is clearly influenced by a combination of factors such as topography, trees, and other development, which either partially screens or softens the view of the proposed development.

Based on the above observations, it is acknowledged that the proposed development is of a size and scale that would be transformative for the area, however when considered in the context of (i) the existing development on the site and surrounding area, (ii) the proposed future development on the adjacent 194 West Coast Highway, (iii) the size and massing of the existing Rendezvous Hotel, and (iv) the topography of the site, the appearance of the development as viewed from the surrounding area is of an acceptable height and scale. It is further noted that the proposed variation in building height has no influence on view corridors to the coast and that any impacts would be felt in the same way as if the proposed development complied with the Design Guidelines.

Overshadowing

Amended Overshadowing Diagrams have been prepared which outline the following:

- The extent of overshadowing associated with existing (constructed) development surrounding the subject site, thereby removing the extent of overshadowing impacts from the approved (but not yet constructed) development at 194 West Coast Highway;
- The extent of overshadowing associated with the proposed development; and

- The extent of overshadowing associated with compliant built form (i.e. height and setbacks) on the subject site.

Refer to **Attachment 1 – Amended Development Plans**.

In considering overshadowing impacts of the proposed development, the following is relevant:

- Key overshadowing impacts from the proposed development during 9am to 3pm in the winter period occurs to the south-west, south, south-east of the subject site.
- Overshadowing duration at a given location generally reduces with increasing distance from a development due to the reduced angular extent of the building. Accordingly, the podium and lower tower components cast a longer-duration shadow on properties immediately adjacent to the subject site, while the upper tower element casts a longer-reaching but shorter-duration shadow on land further afield.
- The compliance of the proposed development in terms of building height has no influence on the extent of overshadowing to affected properties immediately to the south and south-east of the subject site, meaning that overshadowing is inevitable with even low-rise development.
- The property most affected by overshadowing impacts from the proposed development is 202 West Coast Highway, located immediately south of the subject site. The podium component of the proposed development shadows most of the adjacent property at midday 21st June, with direct sunlight being available in the early morning and late afternoon periods. In this regard, all major living areas and balconies on this site face south, and therefore the shadow cast will not influence direct sunlight into these adjoining dwellings.
- To the south-east of the subject site, existing townhouses on 41 Filburn Street will be affected by overshadowing from 2pm onwards during June to September.
- Noting community concerns regarding potential overshadowing impacts to 50 Filburn Street, situated approximately 95m south-east of the subject site, the overshadowing diagrams indicate that the site will only be affected between approximately 3-4pm on 21 June, representing a minor impact. Refer to Figures 4-7 below.
- The proposed development will overshadow on to West Coast Highway during the morning periods due to its position west of the subject site and the sun's position to the east.
- In terms of impacts to the Scarborough Beach foreshore, situated approximately 145m south-west of the subject site, the diagrams illustrate that the proposed development will cast a shadow at around 9am during the months of June to August, however the extent of this shadow would largely coincide with the existing shadow cast by the Rendezvous Hotel. Furthermore, due to the subject site's distance to the foreshore, the proposed development would only cast a shadow that is short in duration.
- The only property immediately abutting the subject site that has solar collectors is 4/33 Filburn Street. As this site is to the north-east of the subject site, it is not affected by any overshadowing from the proposed development.

As outlined above, the main overshadowing impact from the proposal will be to development immediately south of the subject site which will be shadowed at midday 21st June but will have access to sunlight in the morning

and afternoon periods. In terms of the impact to the public realm, West Coast Highway will have some overshadowing impacts during the morning, whereas areas located further afield, such as the Scarborough Beach foreshore, only being impacted by shorter-duration shadows due to its distance from the site. Overall, the proposed development is considered acceptable from an overshadowing perspective.

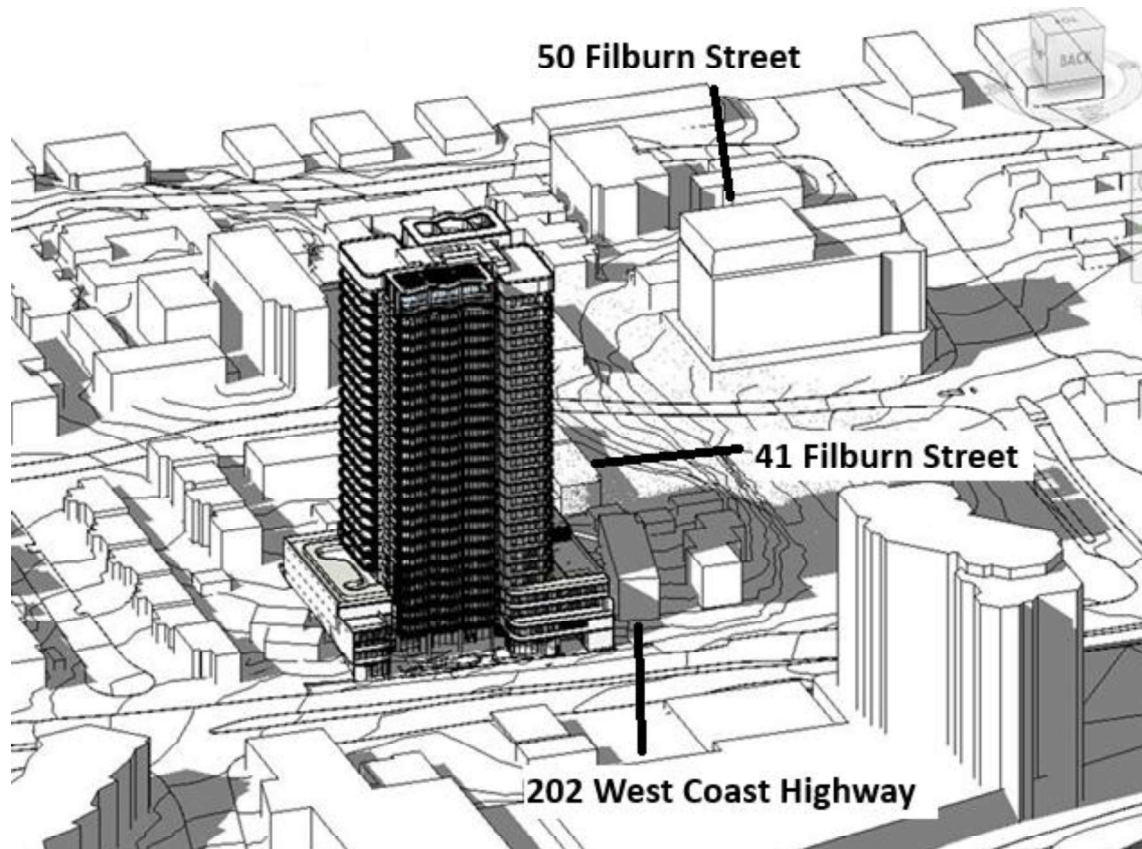


Figure 4: 3D Shadow Diagram for 21st June at 1pm

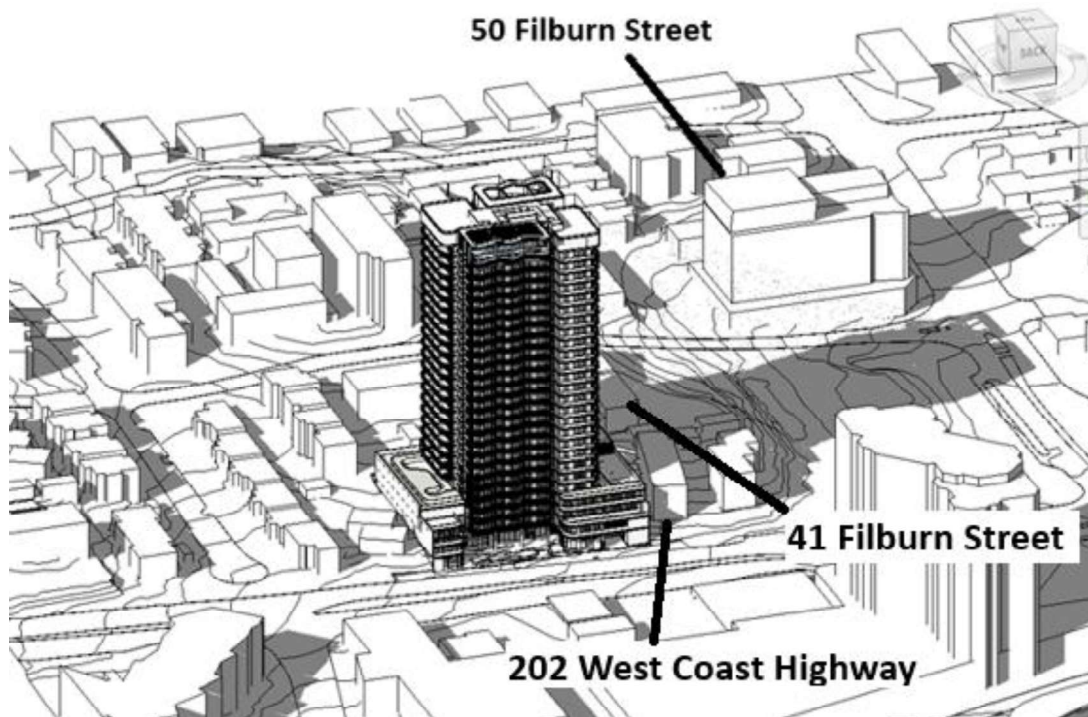


Figure 5: 3D Shadow Diagram for 21st June at 2pm

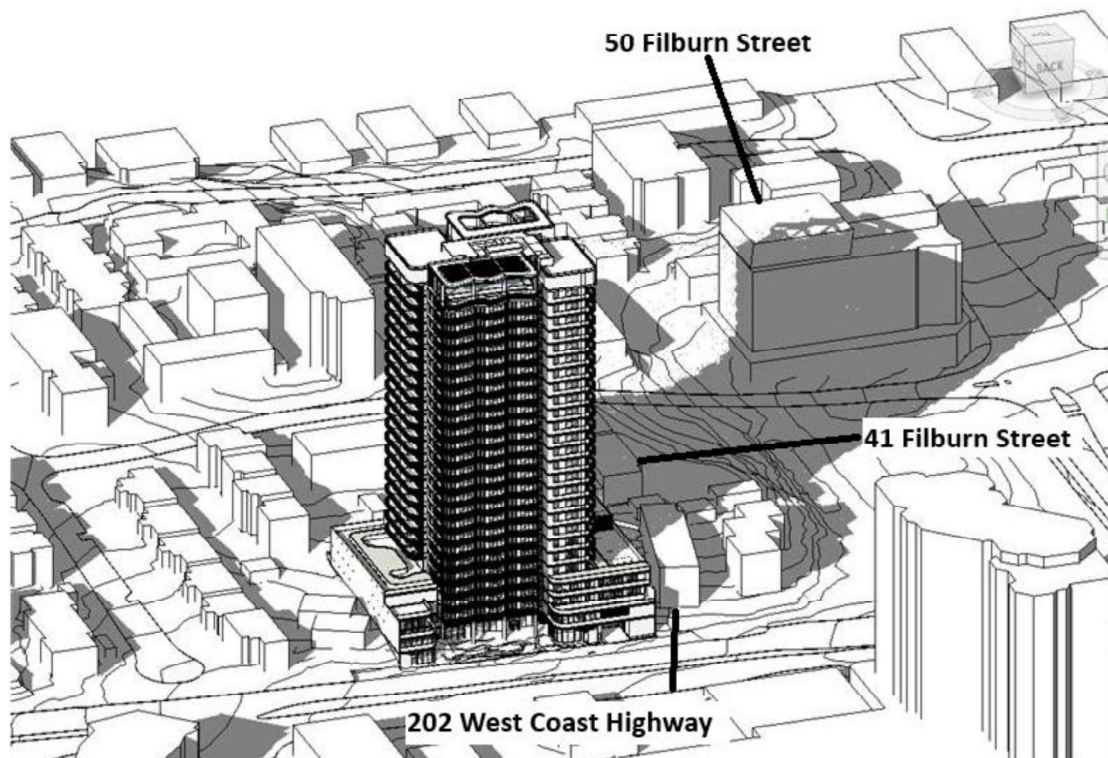


Figure 6: 3D Shadow Diagram for 21st June at 3pm

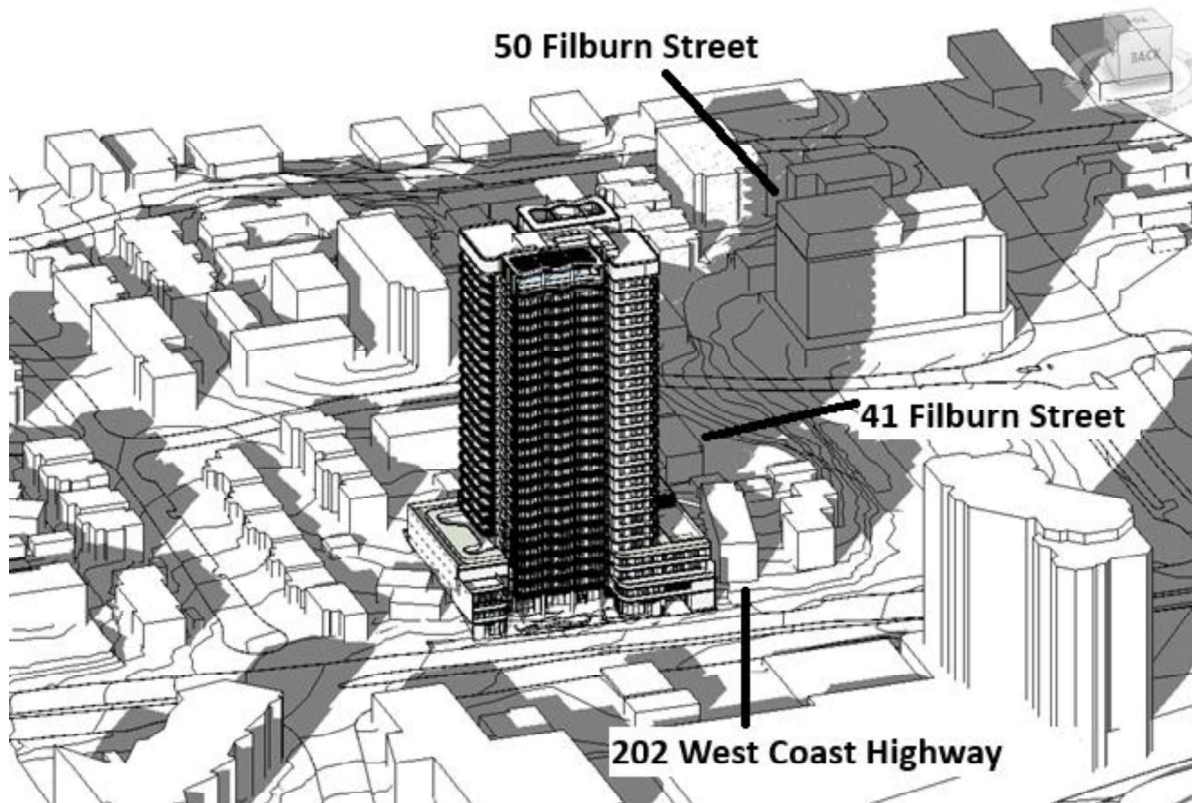


Figure 7: 3D Shadow Diagram for 21st June at 4pm

Visual Privacy

The Scarborough Design Guidelines requires all storeys above podium height to be setback a minimum of 10m from side and rear boundaries and allows for balconies to project up to 2.5m into setback areas, effectively allowing for a 7.5m minimum setback for balconies. Notably, the Design Guidelines do not specify setbacks for visual privacy in the same manner as the R-Codes, with the latter requiring a 9m setback to adjoining property boundaries for building heights between 5-8 storeys (up to 28m) and 12m above 9 storeys/28m.

In this regard, all habitable room windows are setback over 12m from the lot boundary, aside from the dwelling typology located on the north-eastern corner of the building, located level 11 and above (measured 28m above NGL from the outer face of the building). This dwelling has bedroom and living area major openings facing the eastern boundary of the property with a setback of 11m from the boundary in lieu of the required 12m.

In terms of balconies, the proposed development provides minimum balcony setbacks of 11.34m to the southern boundary, 8m to the eastern boundary, and 9.4m to the northern boundary. For levels 7-10, the proposed 8m eastern boundary setback does not comply, and for level 9 and above (or level 11 and above in the case of the eastern face of the building), balcony setbacks do not comply with the minimum 12m setback requirement. Note that the setbacks have been measured above NGL from the outer face of the building.

In considering the above variations under the Element Objective O3.5.1 of the R-Codes, the following is considered relevant:

- The proposed development provides balcony screens to prevent overlooking between balconies within the proposed building. The extent of screening does not exceed 25% of the balcony perimeters.
- The provision of additional screening to balconies and habitable rooms would undermine the ability to achieve an outlook from dwellings and reduce access to sunlight and therefore impact resident amenity.
- The provision of additional screening to balconies would also be detrimental to the appearance of the development, resulting in a 'bulkier' look and feel.
- The proposed upper-level habitable room windows and balconies subject of the variation will not directly overlook into any habitable room window or balcony of an adjacent property. Rather, the adjoining properties are of a smaller scale and would not directly look at the tower component of the development.
- In terms of future context, development on adjacent properties will be subject to similar building separation requirements, establishing a defined character of compact separation. The approved development to the north of the site has similarly reduced visual privacy setbacks, notwithstanding complying with the minimum setback requirements of the Design Guidelines, as is the case with the proposed development.

Based on the above, the proposed development setbacks are considered acceptable from a visual privacy perspective.

Wind Mitigation

An Amended Wind Assessment has been prepared which clearly shows the extent of balcony areas that would be wind affected with the implementation of the abovementioned screening. As indicated, the proposed screening devices do not eliminate wind impacts for all balconies, noting that the site, and particularly the southern and western balconies, are heavily wind affected due to the site's coastal location and positioning being exposed to the prevailing south-westerly winds.

The provision of additional screens would undermine the aesthetics and bulk and scale of the development, and therefore the extent of screens shown is considered to represent an appropriate balance between design and mitigation of wind impacts. It is worth noting that whilst some balconies may be uncomfortable at times, the proposed development incorporates extensive communal open space areas that are sheltered from wind impacts, as shown in the Amended Wind Assessment.

Refer to **Attachment 5 – Amended Wind Assessment**.

Landscaping & Open Space

Revised Landscape Concept Report

In light of the feedback received, an Amended Landscape Concept Report has been prepared, with key updates including:

- A redesign of the forecourt pocket park including a narrower, meandering entrance from West Coast Highway, increased landscaping provision, including more substantive tree planting opportunities, the use of 'coastal' species selection, natural material selection, and informal bench seating supporting casual and relaxed gathering.
- The introduction of a sheltered communal open space courtyard of approximately 294m² on the northern portion of the Level 4 podium which will be developed with communal seating and planters.
- The addition of a 'Child Play Area' in the rooftop communal garden.
- Changing overall tree provision from two (2) large trees, two (2) medium trees, and 23 small trees to one (1) large tree, four (4) medium trees, and 31 small trees.
- A significant increase in on-structure tree planting on Level 4, increasing tree provision from six (6) trees to 15 trees overall, including one (1) large tree, one (1) medium tree, and 13 small trees.
- An increase in deep soil area (DSA) from a total of 195m² to 210m² at ground level and a total of 383m² to 473m² on podium, representing an overall revised total of 683m² (22.5%) of DSA.
- An overall increase in communal open space from 911m² to 1,205m², representing an overall provision of 39.7% communal open space.
- Revised species selection, ensuring that tree sizes and species selection are appropriate in the site's coastal setting and potential impacts from prevailing winds.
- Details on the amount of hardstand and covered areas within communal open spaces.
- Consideration of wind impacts and overshadowing on communal open spaces.

Refer to **Attachment 3 – Amended Landscape Concept Report**.

Functionality of Communal Open Space

It is acknowledged that the Design Guidelines require communal open spaces to be designed to accommodate a variety of different users and uses, including facilities for families and children, accessibility spaces, and both active and passive recreation opportunities. The proposed approach for this development is to ensure that communal spaces accommodate a variety of users and uses, including families with children, residents seeking active recreation, residents seeking passive recreation, and residents requiring accessible spaces.

The proposal provides a distributed resident amenity offer rather than relying on a single communal area. The communal spaces include areas for active recreation, social interaction, quiet retreat, outdoor dining, wellness, flexible use and family-oriented activity. This ensures that the communal open space can support different household types, age groups and resident needs throughout the day.

The proposed development includes four (4) key communal (outdoor) open spaces, including:

- Pocket Park (Ground Level): This 316m² space is situated at the entrance to the proposed building and can be used by both residents and the wider public. This area will incorporate seating areas sheltered by mounds with coastal planting and shade trees and is accessible to all user types. Limestone feature boulders will be used in the garden areas providing opportunities to 'play'. Public art will be situated within this pocket park to interactively engage with residents as well as the wider community. The overall design intent of this space is to offer respite and refuge from the adjacent heat, noise, and wind of West Coast Highway.
- Podium Courtyard (Level 4): The addition of a 294m² courtyard on the Level 4 podium has been proposed to provide opportunities for solo or small-group gathering within a smaller, more intimate space, accommodating seating areas and planters. This area is sheltered from wind impacts, making it suitable for year-round use and more substantive landscaping and tree planting.
- Pool Area (Rooftop): The 310m² pool area serves as a significant amenity for residents who can use this space for both passive and active recreation. The space is west facing to allow residents to enjoy ocean views.
- Communal Garden (Rooftop): The 285m² communal garden provides a communal lounge area within a planted landscape as well as dedicated barbeque areas looking towards the City of Perth. Whilst it is being designed as a lounge area with seating and tables accommodating both small and large groups, the area is sizeable enough to support other uses including informal exercise. The space is also sheltered from wind impacts.

In addition to the above, the proposed development also incorporates indoor communal spaces as well, including a dedicated gym, co-working and lounge area, and function room. All spaces across the development are designed to be accessible for people with disabilities. All of the abovementioned spaces are separated from apartment levels to eliminate amenity impacts on habitable rooms and private open space within the site and neighbouring properties. In the case of the Level 4 podium courtyard, noise impacts to apartments above are expected to be kept to a minimum based on the design supporting a more intimate, low-key space. The design also ensures that habitable room windows overlook landscaping rather than gathering spaces, ensuring privacy protection.

In response to the requirement to provide facilities for families and children, the Amended Landscape Concept Report identifies an opportunity for a 'Child Play Area' within the rooftop communal gardens. This area is intended to provide safe, informal play opportunities for younger children, supported by soft surfacing, shade, and passive surveillance from the communal area. This provision is in acknowledgement that the proposed development incorporates larger apartments with generous balconies that would be suitable for families.

Overall, the communal open spaces provide passive recreation opportunities through landscaped seating areas, shaded terraces, outlook spaces and quieter garden-style areas. Active recreation is provided through the project's wellness, fitness, pool, flexible outdoor and children's play amenities. Social and flexible recreation opportunities are provided through the communal kitchen, dining and function spaces, which can accommodate

gatherings, shared meals and special occasions. Accessibility is provided to the key communal areas through step-free lift access, accessible circulation routes, seating opportunities and the inclusive design of the principal resident amenity spaces.

Together, these measures ensure that the development is not reliant on a single type of open space, and rather provides a flexible and inclusive amenity network comprising generous private balconies, communal resident spaces, family-oriented areas, active recreation opportunities and passive landscaped retreat areas.

Storeroom Provision

The R-Codes and Design Guidelines both require each apartment to have exclusive use of a storeroom, generating a requirement for 246 storerooms on-site. The original submission included provision for 95 storerooms, representing a 151-storeroom shortfall. The proposed development has been amended to increase storeroom provision as follows:

- Increasing storeroom provision from 95 storerooms to 162 storerooms, a 170% increase from the previously submitted plans, and a storeroom ratio of approximately 0.66:1 in lieu of a 1:1 requirement.
- Amending the internal floor layout of Apartment Types E, K and O to incorporate internal storage space within the dwelling, resulting in 64 of the total 246 dwellings having dedicated internal storage space.

Refer to **Attachment 1 – Amended Development Plans**.

As outlined in our original submission, the provision of storerooms in the proposed development has been guided by our Client's experience with similar build-to-rent developments in Sydney, as outlined below.

Development	Dwellings	Storage Units	Storage Ratio	Storage Occupancy
391-393 Kingsway, Caringbah, NSW	65	4	0.06	0%
130 Frenchs Forest Road West, Frenchs Forest, NSW	18	5	0.28	60%
35 Gower Street, Summer Hill, NSW	25	0	0	N/A

Table 4: Meadpoint Build-to-Rent Development Storage Provision

By way of comparison, a Brookfield build-to-rent development approved at 11 Macarthur Avenue, Hamilton, Queensland included 560 apartments and made provision for 213 storage units, representing a storage ratio of 0.38. In considering this example and Meadpoint's experience, along with the reasons outlined in our original submission, it is evident that the proposed increased storeroom provision (0.66:1) is adequate and exceeds the storeroom provision in other similar build-to-rent developments in Australia.

Parking Provision & Management

Further information has been requested to justify the adequacy of the proposed car parking provision and provide details on its proposed management to ensure that the development will not impact local parking availability. In this regard, Table 5 below outlines proposed parking provision for the development and the associated requirements under the Scarborough Design Guidelines and the R-Codes.

Parking Type	Proposed Provision	Design Guidelines	R-Codes
Resident	187 bays (including 5 car share bays)	185 bays (+2)	206 bays (-19)
Visitor	33 bays	62 bays (-29)	33 bays (Compliant)
Non-Residential	2 bays	2 bays (Compliant)	N/A
Total	222 bays	249 bays	241 bays (incl. 2 Bays for Non-Residential)
Shortfall		27 bays	19 bays

Table 5: Proposed Car Parking Provision & Planning Framework Requirement

As indicated above, the proposed development is providing a shortfall of car parking bays when assessed against either the Design Guidelines or the R-Codes. We understand that the car parking requirements under Volume 2 of the R-Codes represents a more contemporary (newer) standard, and in any event prevails over the Design Guidelines. Notwithstanding, the proposed development has a shortfall of 19 resident car parking bays as per the requirements of the R-Codes.

As outlined in our original submission, the 'build-to-rent' nature of the proposed development will see car parking 'unbundled' and managed by the operator of the site. Resident car parking will be allocated and managed through lease arrangements, allowing prospective tenants to opt in or out of having a car parking bay based on their individual needs. This promotes housing affordability by ensuring that tenants only pay for parking they require.

This approach is more effective in managing car parking compared to 'build-to-sell' developments where parking is allocated irrespective of need, which can result in unutilised parking on-site when parking is not required, and overflow parking off-site where car parking allocation does not meet demand. The approach and benefit of unbundling car parking is supported by the R-Codes Volume 2 Element 3.9 Design Guidance 3.9.7.

A [Study](#) undertaken by RMIT University, published in the Journal of Transport Geography (February 2023), suggests that the contemporary approach of applying minimum car parking space requirements and the bundling of car parking in apartment developments is contributing to car parking vacancy rates of approximately 18% across developments in Perth, Sydney and Melbourne. The Study found that 34% of apartment households experience either an oversupply (20%) or undersupply (14%) of car parking and submits that this can be explained by the dominance of bundled car parking arrangements meaning that resident's needs do not reflect

their allocation. The research finds that there is a strong case of ‘unbundling’ off-street car parking in apartment developments and suggests that it could result in a more efficient allocation of parking spaces, reduce on-street car parking pressures, help reduce car use and increase public transport use, and improve housing affordability.

In considering the adequacy of off-street car parking provision, the Study compares parking demand nationally and internationally, referencing unbundled parking in a build-to-rent project in Brisbane, Australia, and various built-to-rent projects in Seattle, USA, where the adopted parking ratio (parking spaces to units) was 0.78:1 and 0.68 (average), respectively. In comparing this with our Client’s experience with their build-to-rent portfolio in Sydney, Australia, a comparison of car parking provision and occupancy rates favours car parking ratios at 0.5:1 and lower (refer to Table 6 below).

Meadpoint Build-to-Rent Development	Unit Occupancy Rate	Car Parking / Dwelling Ratio	Parking Occupancy Rate
Caringbah, NSW	100%	0.51:1	57.6%
Frenchs Forest, NSW	100%	0.50:1	88.9%
Summer Hill, NSW	100%	0.31:1	50%

Table 6: Meadpoint Build-to-Rent Parking Experience

Another key finding from the RMIT University Study is that the proximity and availability of a car sharing vehicle correlated with apartment households being less likely to experience an undersupply of car parking. This finding is consistent with the [findings](#) of the Residential Parking Workshop Group of NAIOP, which indicated that each one (1) car share provided is equivalent to five (5) parking spaces. A [Study](#) by the RAC in Perth has shown that one car share vehicle can remove nine (9) to 13 private cars from the road, suggesting an even higher ratio.

Having regard to the above, the car parking provision for the proposed development is considered adequate for the following reasons:

- The proposed development is providing an overall residential parking ratio of 0.89:1, which far exceeds car parking provision for comparable build-to-rent developments, including Meadpoint’s own developments in Sydney.
- The proposed approach of ‘unbundling’ car parking provides greater flexibility for parking management and ensures that parking allocation is reflective of need, reducing the potential for on-site parking vacancy. More importantly, it promotes affordability as tenants only pay for what they use.
- The management of the site by a ‘build-to-rent’ operator enables better monitoring, control and enforcement of on-site parking.
- The provision of five (5) car share bays on-site will reduce the demand for dedicated resident parking bays, and based on the research evidence presented, will effectively contribute to meeting the minimum car parking requirements under the R-Codes on the assumption that, at a minimum, one (1) car share bay is equivalent to five (5) parking bays.

Based on the above, whilst we maintain that the proposed development provides adequate car parking,, in the unlikely event that on-site parking is exhausted, the operator will maintain a waiting list that is premised on a first-come, first-serve basis, ensuring equitable access. The proposed development will have a security gate and intercom facility which enables drivers seeking to access the site to communicate with the on-site manager. Should a visitor seek to access without booking a visitor bay, pending availability, this can be resolved with the on-site manager (once parked), or the visitor can be directed by the on-site manager to find parking elsewhere.

Should off-site parking be sought due to on-site unavailability, the Scarborough area has various public parking facilities available. This includes a Wilson Parking multi-storey parking garage located approximately 40m from the site on the south-western corner of the West Coast Highway and Manning Street intersection. This public car park enables 24/7 access for monthly subscribers, or daily access between the hours of 6am and 1am for other users. Unrestricted on-street parking is also available on the surrounding local road network.

Vehicular Access

In light of feedback from Main Roads WA ('MRWA'), the Project Team has prepared an amended TIA to address the following comments:

- Provide an intersection treatment warrant assessment to determine whether an upgrade to the West Coast Highway vehicle access point is required;
- Based on the forecast trip generation, consideration should be given to the provision of an auxiliary left-turn lane to safely accommodate movements into the site; and
- A sight distance assessment for the proposed access point.

Refer to **Attachment 6 - Amended Transport Impact Assessment**.

The key findings under the Amended TIA in relation to the above include:

- The site's proposed left-in/left-out access intersection to West Coast Highway is anticipated to operate at an acceptable level of service now and into the future.
- An assessment of sight lines at the proposed vehicle access to West Coast Highway was undertaken and found that the available sight distance in both directions meets or exceeds requirements.
- The location of the existing bus stop relative to the proposed access point is not a concern from a transport engineering perspective given the transient nature of buses and the relatively slow speed urban environment.
- A left-turn pocket with a 75m deceleration lane is required to provide access into the site. This warrants minor changes to the existing bus stop immediately in front of the site to shift it approximately 10m north from its current position.

The Amended TIA and Amended Development Plans illustrate the proposed concept design for the left-turn pocket into the site and the modified bus embayment. We understand that the City and PTA have raised concerns in relation to the proposed modification to the existing bus embayment. In considering this, the following is relevant:

- The current bus embayment was constructed at the end of 2025 and extends in front of an existing left-in crossover into the subject site. This crossover provides access to short-term drop-off and visitor parking on the site and therefore has high vehicle turnover rates.
- The extended bus embayment would be positioned in front of an existing left-in/left-out crossover at 194 West Coast Highway. As this crossover currently serves two dwellings, vehicle volumes utilising this access point would be very low. The bus stop is also not a timed stop, meaning that buses would only obstruct the crossover for a short duration.
- In terms of the approved development at 194 West Coast Highway, a left-in/left-out crossover is approved approximately 10m south of the current crossover location. Based on the approved plans for this development, the crossover is only intended for use by service vehicles with an estimate of two (2) vehicle movements per day. Due to the low frequency of vehicle movements and the transient nature of buses, it is considered highly unlikely that conflicts would arrive between the bus embayment and the proposed crossover.
- To avoid modifying the existing bus stop, MRWA would need to agree to a reduced deceleration lane length. Given that this could undermine safety, this approach is not preferred.
- The bus embayment extension would only impact convenience in the unlikely event that vehicles seek to access the site at the same time that a bus is using the embayment. This impact on convenience is far less than that of the existing crossover servicing the subject site, which has been deemed appropriate by virtue of it being constructed as such, without any consultation with our Client as the landowner.

For the above reasons, we seek support for the proposed design of the left-turn pocket including the bus embayment.

Summary

To summarise the key points from the abovementioned responses to the Request for Information:

- The recommendations of the SDRP have been incorporated into the Amended Development Plans for the purposes of achieving 'Design Excellence'.
- The proposed development is of a height and scale that is consistent with the design vision set out in the Scarborough Master Plan, noting that the overall height of the proposed development is compatible with the height of previously approved developments and the notion of 'rising to the centre'. In addition, the proposed podium height, tower floor plate, site cover, and setbacks being generally consistent with the Design Guidelines and the envisioned future character for the area.
- The proposed development aligns with the future character of the locality, recognising that changes to the existing character are expected as Scarborough continues to redevelop. Its design responds to the site's topography and surrounding context to minimise interface impacts, while remaining consistent with the scale of existing and approved nearby development.
- While the proposed development is larger than the surrounding built form, its height and scale are appropriate when considered alongside the site's context, including existing and approved development,

the Rendezvous Hotel, and the site's topography. The proposed height variation does not affect coastal view corridors and would result in the same visual impacts as a compliant development.

- Although the proposed development exceeds the preferred height, the variation does not affect coastal view corridors, and any visual impacts would be no greater than if the development complied with the Design Guidelines.
- The development is considered acceptable from an overshadowing perspective, noting that the most impacted development immediately to the south of the site will retain access to sunlight in the morning and afternoon periods.
- The proposed development varies from the R-Codes visual privacy setbacks for some upper-level habitable room windows and balconies, particularly above levels 7-11, however these variations are considered acceptable based on the extent of building separation provided, being compliant with the Design Guidelines and consistent with the anticipated built form of surrounding future development.
- The extent of screening proposed represents an appropriate balance between wind mitigation and maintaining the development's design quality, with sheltered communal open spaces providing alternative outdoor amenity.
- The proposed communal open space has been designed to accommodate a range of functions and user types, and the extent of communal open space and deep soil area proposed exceeds minimum requirements.
- Based on Meadpoint's experience with other build-to-rent developments, the proposed increased storeroom provision is anticipated to meet the needs of future residents within the development.
- The proposed car parking provision is considered adequate as it delivers a relatively high residential parking ratio, adopts an unbundled parking model to better respond to demand, and benefits from active management by a build-to-rent operator. In addition, the inclusion of five on-site car share bays is expected to reduce parking demand and contribute towards meeting the parking requirements under the R-Codes.
- Access to West Coast Highway can be safely accommodated through the delivery of a left-turn deceleration lane without compromising the safety and functionality of an existing bus stop or access to adjacent properties.

I trust the above satisfies the SDAU's Request for Information pertaining to our Part 11B Significant Development Application for Lot 572 (No. 200) West Coast Highway, Scarborough. Should you require any further information or clarification in relation to this matter, please contact Lidija Langford on 9221 1991.

Yours faithfully,



Lidija Langford

Rowe Group

Proposed Residential Development 200 West Coast Highway, Scarborough

Transport Impact Assessment



Stantec Australia Pty Ltd

Prepared for:
200W Pty Ltd ATF 200W Unit Trust

Date:
04/08/2026

Prepared by:
Sophie Gittins

Project/File:
300305975

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
01	17/11/2025	Draft	SG	DH / PM	RI	DH
02	20/11/2025	Final	SG	DH / PM	RI	DH
03	1/12/2025	Final	SG	DH / PM	RI	DH
04	30/03/2026	Final	SG	DH / PM	RI	DH
05	08/04/2026	Final	SG	DH / PM	RI	DH
06	21/04/2026	Final	SG	DH / PM	RI	DH
07	04/08/2026	Update	SG	DH / PM	RI	DH

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Prepared by:


Signature

Sophie Gittins
Printed Name

Reviewed by:


Signature

Desmond Ho
Printed Name

Approved by:


Signature

Richard Isted



Proposed Residential Development 200 West Coast Highway, Scarborough

Printed Name



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1 Introduction

Stantec has been commissioned by 200W Pty Ltd ATF 200W Unit Trust ('the Client') to undertake a Transport Impact Assessment for a proposed residential development to be located at 200 West Coast Highway, Scarborough ('Site') within the City of Stirling.

This report aims to assess the impact of the development on the adjacent road network. The report will focus on access, public transport, pedestrian and cycle networks, circulation and car parking requirements.

This report has been prepared in accordance with the *Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)* and the checklist is included in **Appendix A**.



2 Existing Site

2.1 Site Location

The Site is located at 200 West Coast Highway, Scarborough. **Figure 2-1** shows an aerial image of the Site. The development is proposed on the existing Tide development. The Site is bounded by West Coast Highway to the west and residential developments to the north and south.

Figure 2-1. Aerial Image of Site



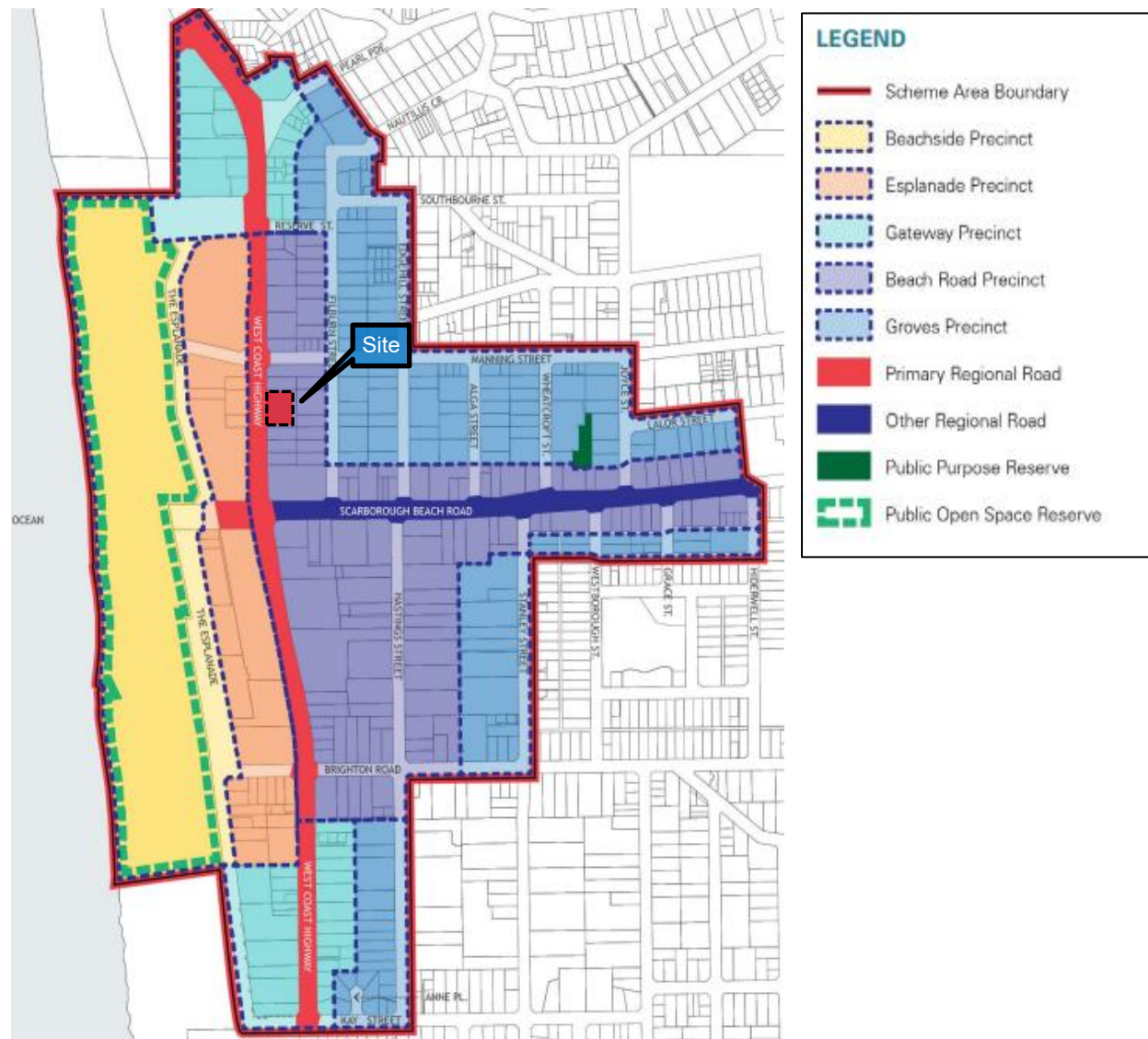
Source: MetroMap (2025)

2.2 Surrounding Land Uses

According to the Scarborough Redevelopment Area Scheme Map and the City of Stirling Local Planning Scheme No. 3 - Amendment No. 124 (2023), the Site is located within Scarborough Redevelopment Scheme Area. **Figure 2-2** illustrates that the Site is situated within the 'Beach Road Precinct' and specifically within the 'Beach Road Outer Core' area of the Scarborough Design Guidelines. The land uses within the surrounding area comprises a mix of medium to high density residential dwellings, restaurants, hotels, petrol stations and supermarkets.



Figure 2-2. Site Zoning



Source: City of Stirling Local Planning Scheme No. 3 - AMENDMENT NO. 124 (2023)

2.3 Existing Road Network

Road Classifications are defined in the Main Roads Functional Hierarchy as follows:

- **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.



Proposed Residential Development 200 West Coast Highway, Scarborough
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- **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside the adjoining property. These are often older roads with traffic demand in excess of what was originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

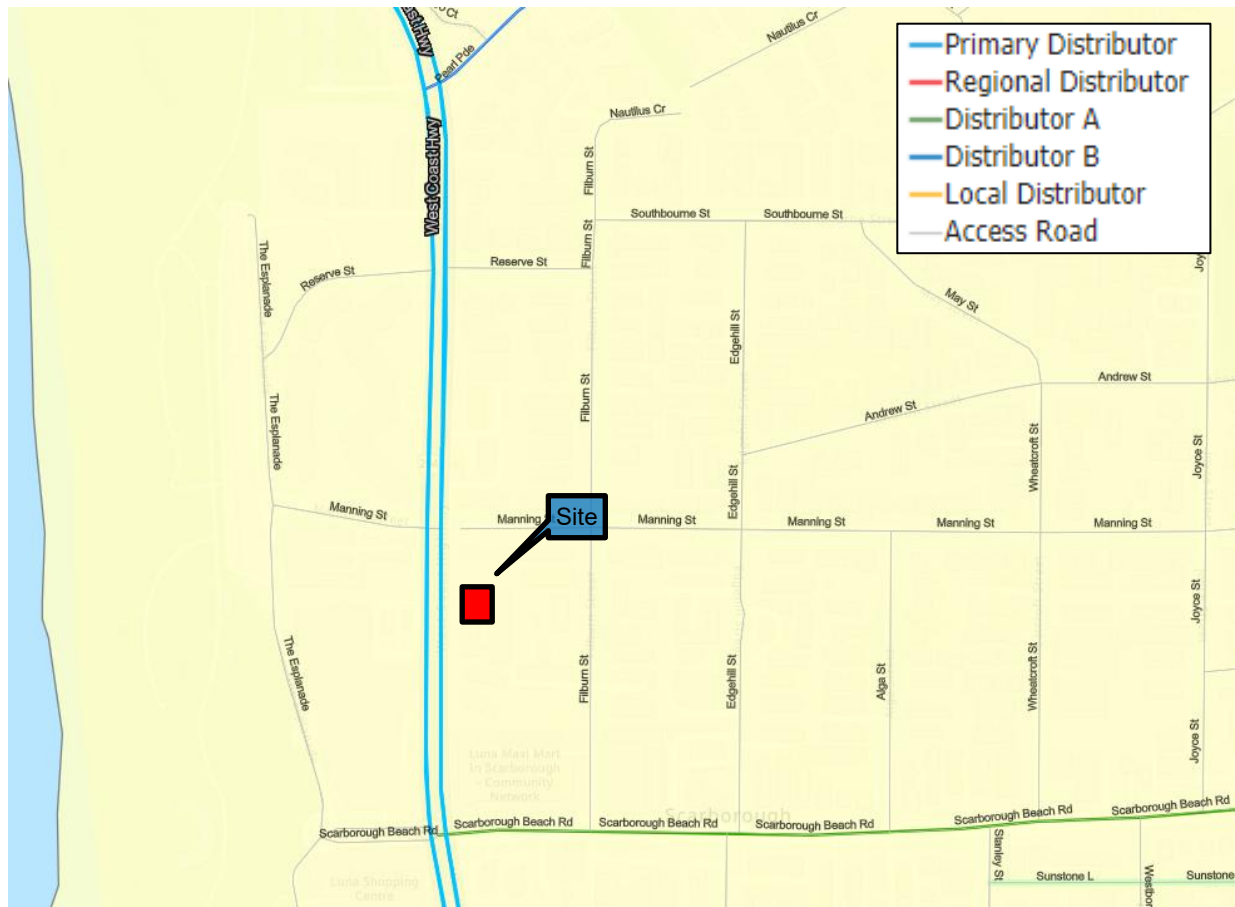
The Site is bounded by West Coast Highway to the west. The surrounding road network is further described in **Table 2-1** and **Figure 2-3** shows the hierarchy as per the Main Roads WA Road Information Mapping System.

Table 2-1. Road Network Classification

Road Name	Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Width (m)	Speed Limit (km/h)
West Coast Highway	Primary Distributor	Main Roads WA	4	2	18 (including 2.7m median)	60
Manning Street	Access Road	City of Stirling	3 (2 EB & 1 WB)	2	12m	50
Scarborough Beach Road	Distributor A	City of Stirling	4	2	13.7	60



Figure 2-3. Road Hierarchy



Source: MRWA Information Mapping (2025)

2.4 Existing Key Intersections

2.4.1 West Coast Highway / Manning St Intersection

West Coast Highway/Manning Street is a three-legged signalised intersection located north of the subject Site. The western leg of the intersection leads to the Scarborough beachfront. **Figure 2-4** illustrates the existing geometry of the intersection.

Figure 2-4. West Coast Highway / Manning Street Intersection



Source: MetroMap

2.4.2 West Coast Highway / Scarborough Beach Road Intersection

West Coast Highway/Scarborough Beach Road is a four-legged signalised intersection located south of the Site. The western approach of this intersection leads to the Scarborough beachfront. **Figure 2-5** illustrates the existing geometry of this intersection.

Figure 2-5. West Coast Highway / Scarborough Beach Road Intersection



Source: MetroMap

2.5 Existing Traffic Volumes

Existing traffic volumes associated with the West Coast Highway / Manning Street intersection and West Coast Highway / Scarborough Beach intersection were sourced from video surveys on Main Road WA Traffic Map from May 2023 and May 2024. These are illustrated in **Figure 2-6** for the peak hours. The average daily flows of other traffic counts are summarised in **Table 2-2** and the location is illustrated in **Figure 2-7**.



Proposed Residential Development 200 West Coast Highway, Scarborough 2 Existing Site

Figure 2-6. Existing Peak Hour Traffic Volumes

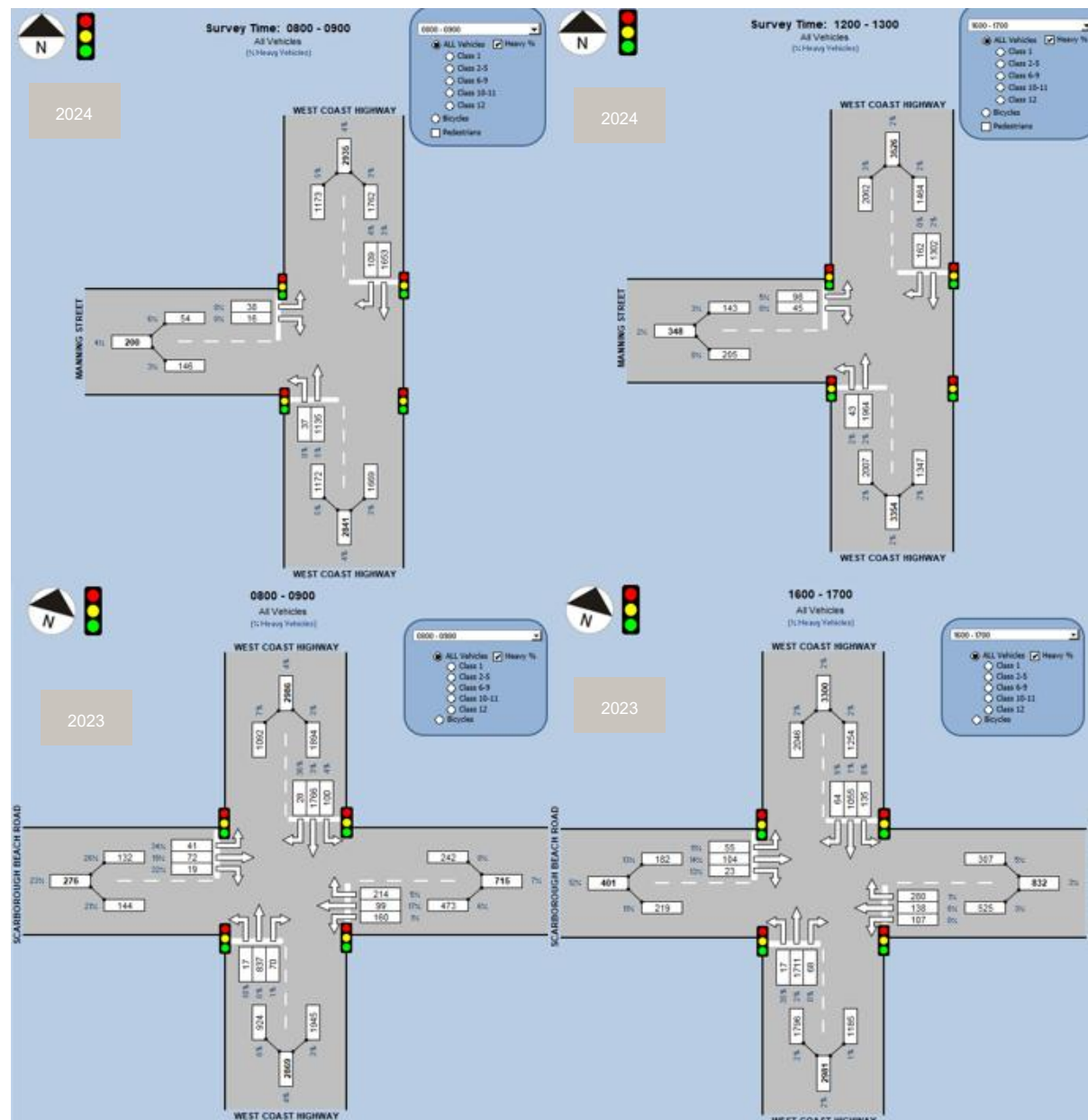


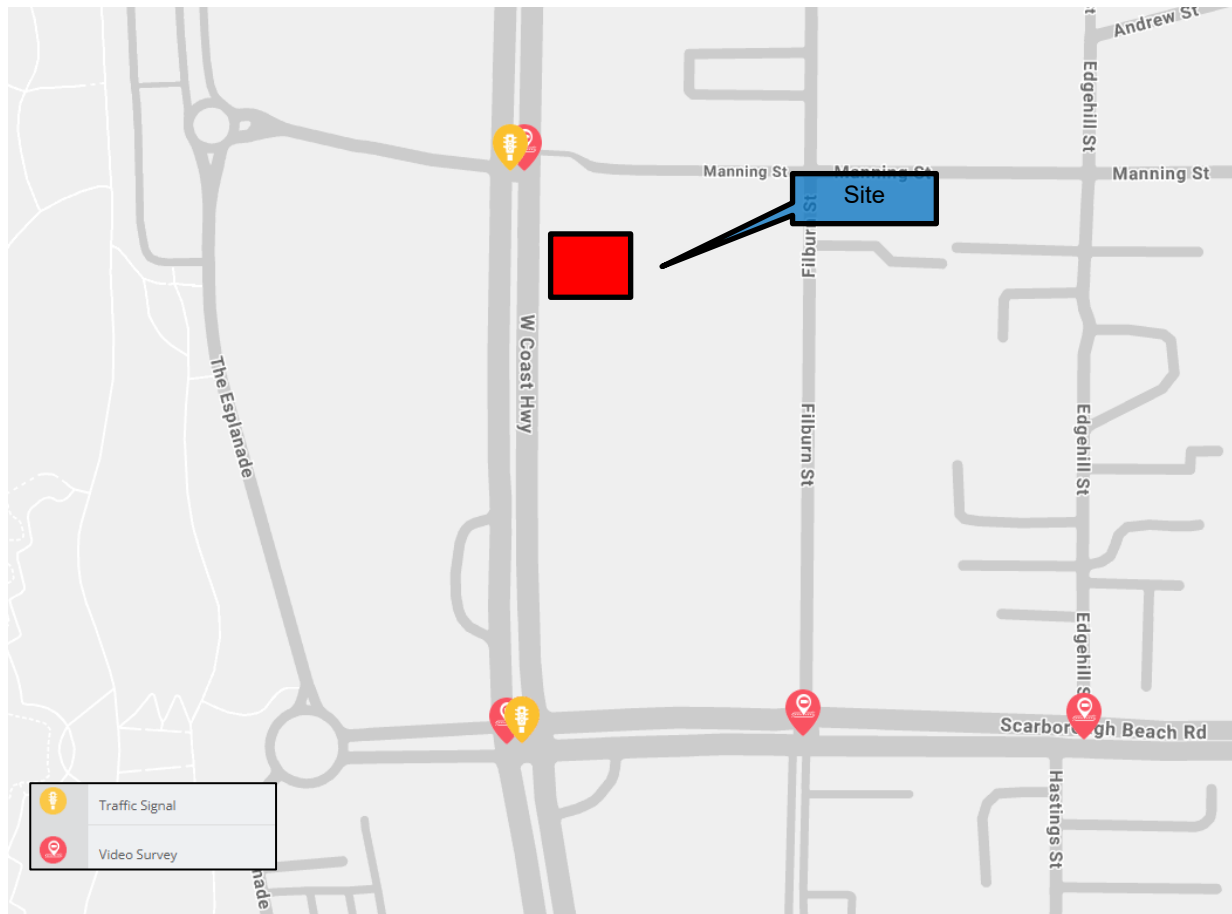
Table 2-2. Traffic Volumes

Road Name	Date	Source	Average Daily Traffic Volume	AM Peak Hour	PM Peak Hour
West Coast Highway North of Scarborough Beach Rd	2024	Main Roads Traffic Map	39,582	2841 (08:00)	3456 (17:00)
Scarborough Beach Road East of West Coast Highway	2024	Main Roads Traffic Map	13,405	891 (11:00)	970 (16:15)
West Coast Highway South of Scarborough Beach Rd	2023	Main Roads Traffic Map	33,523	3023 (07:45)	3083 (16:15)

Source: MRWA Traffic Map



Figure 2-7. Traffic Data Locations



2.6 Crash Assessment

A crash assessment for the surrounding road network of the Site has been completed using the Main Roads WA Reporting Centre. The assessment covers all the recorded accidents between 1 January 2020 and 31 December 2024 and the results are summarised in **Table 2-3** to **Table 2-6**. **Figure 2-8** illustrates the crash locations and their severity along West Coast Highway.

Table 2-3. Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	1	24	23	20	68
Sideswipe Same Direction	-	-	1	2	3	6
Hit Pedestrian	-	-	-	-	-	-
Right Angle	-	1	-	3	1	5
Non-Collision	-	2	-	-	-	2
Head On	-	1	-	-	-	1
Unspecified	-	-	-	2	3	5
Total	-	5	25	30	27	87



Proposed Residential Development 200 West Coast Highway, Scarborough
2 Existing Site

Table 2-4. West Coast Highway / Scarborough Beach Road Intersection Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	14	15	16	45
Sideswipe Same Direction	-	-	1	2	1	4
Right Angle	-	1	-	1	1	3
Unspecified	-	-	-	2	2	4
Non-Collision	-	1	-	-	-	1
Total	-	2	15	20	20	57

Table 2-5. West Coast Highway / Scarborough Manning Street Intersection Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	1	7	8	4	20
Unspecified	-	-	-	-	1	1
Head On	-	1	-	-	-	1
Non-Collision	-	1	-	-	-	1
Total	-	3	7	8	5	23

Table 2-6. West Coast Highway Midblock Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	3	-	-	3
Unspecified	-	-	-	-	-	-
Sideswipe Same Direction	-	-	-	-	2	2
Right Angle	-	-	-	2	-	2
Head On	-	-	-	-	-	-
Non-Collision	-	-	-	-	-	-
Total	-	-	3	2	2	7



Figure 2-8. Crash Location



Source: CrashMap

The crashes recorded are summarised below:

- A total of 87 crashes was recorded in close proximity to the Site.
- Majority of the crash severity recorded are Major Property Damage (30 incidents) and Minor Property Damage (27 incidents).
- 5 crashes recorded required hospitalisation, and 25 crashes required medical attention.
- No fatal crash was recorded near the Site.
- Majority of the crashes occurred at the intersection of West Coast Highway/Scarborough Beach Road (57 crashes)

A large proportion of the crashes occurred at the signalised intersections (West Coast Highway/Manning Street and West Coast Highway/Scarborough Beach Rd) which is anticipated due to the high-volume of vehicles. Furthermore, no fatal crash was recorded near the Site and hence it is most likely that the proposed development will not result in any material change to the existing road safety in the area.

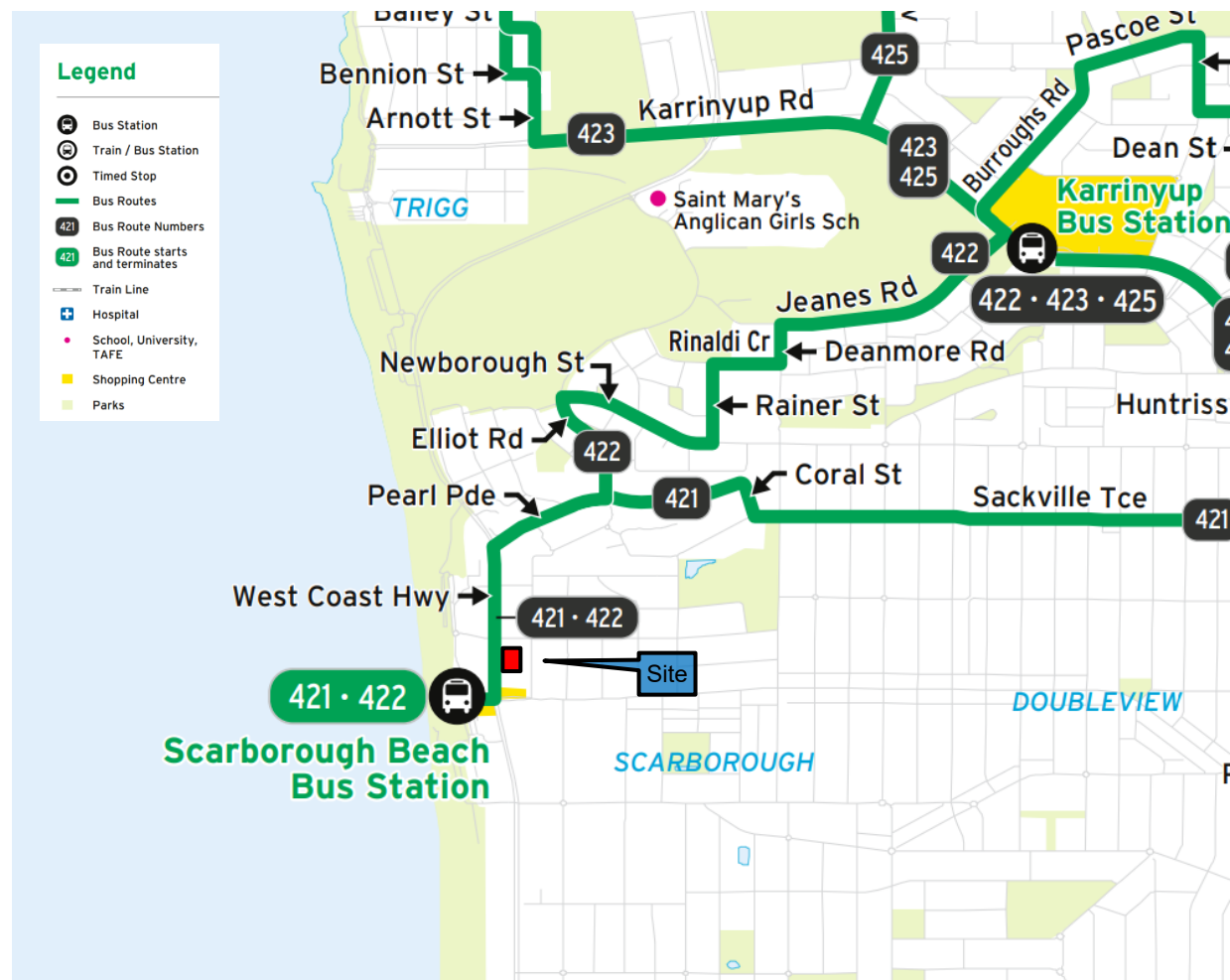
2.7 Existing Public Transport Facilities

The nearest bus stops to the Site are located along West Coast Highway after Manning Street, which are both serviced by Bus Route 421 & 422. The existing route maps for the 421 and 422 services are shown in **Figure 2-9**.



Proposed Residential Development 200 West Coast Highway, Scarborough
2 Existing Site

Figure 2-9. Public Transport Facilities



Source: Transperth

In addition to services 421 and 422, the Scarborough Beach Bus Station which is located approximately 200 metres south of the Site serves routes 410 and 990. All the aforementioned services and frequencies are summarised in **Table 2-7**.

Table 2-7. Bus Route and Frequency

Bus Route	Route Description	Frequency	
		Weekdays	Weekends
410	From Scarborough Beach Bus Station	20 – 60 minutes (5:55 AM – 09:07 PM)	60 minutes (6:44 AM – 10:05 PM)
	From Stirling Station	20 – 60 minutes (8:32 AM – 10:00 PM)	60 minutes (7:05 AM – 10:30 PM)
990	To Scarborough Beach Bus Station	15 – 30 minutes (5:28 AM – 12:17 AM)	15 – 30 minutes (6:27 AM – 12:17 AM)
	From Scarborough Beach Bus Station	5 – 30 minutes (5:01 AM – 11:46 PM)	15 – 30 minutes (5:59 AM – 11:45 PM)
421	To Scarborough Beach Bus Station	20 – 60 minutes (7:26 AM – 11:30 PM)	60 minutes (7:05 AM – 12:01 AM)



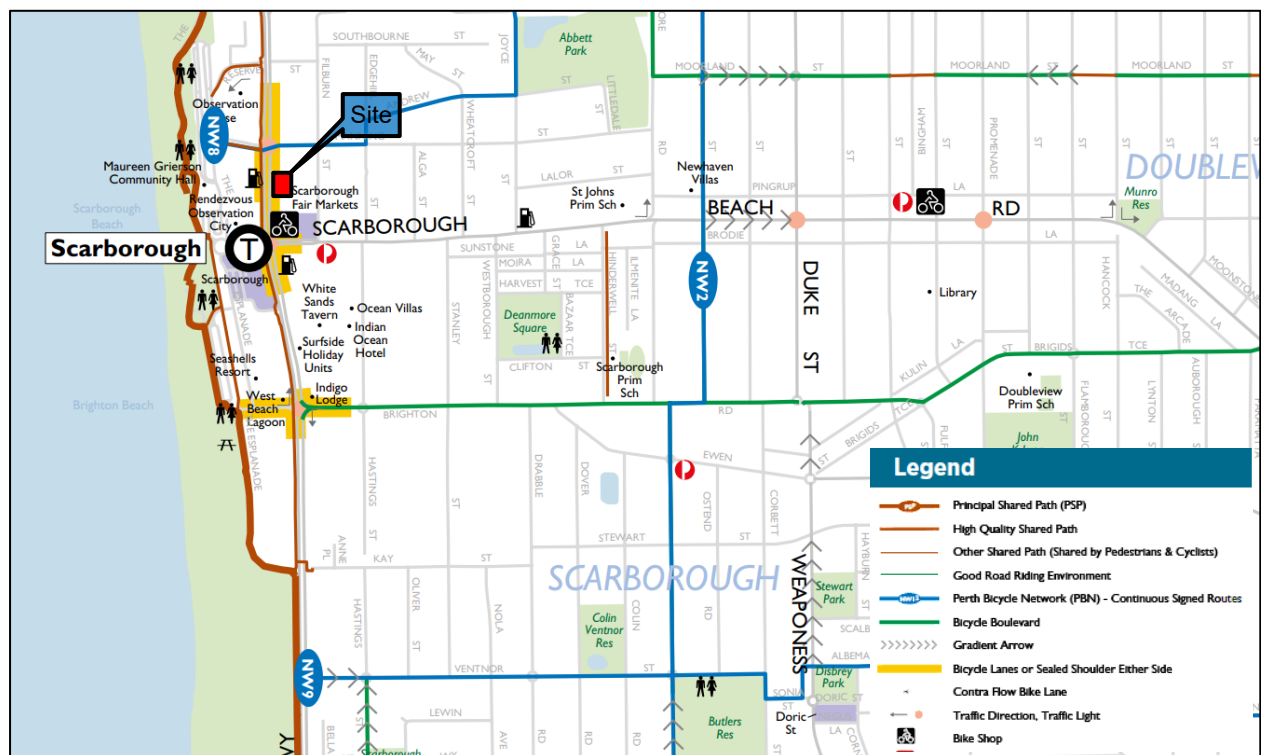
Proposed Residential Development 200 West Coast Highway, Scarborough 2 Existing Site

Bus Route	Route Description	Frequency	
		Weekdays	Weekends
422	To Stirling	20 – 60 minutes (5:44 AM – 10:10 PM)	60 minutes (6:18 AM – 10:40 PM)
	To Scarborough Beach Bus Station	20 – 60 minutes (8:06 AM – 6:56 PM)	60 minutes (7:50 AM – 4:49 PM)
	To Stirling	40 – 120 minutes (8:06 AM – 4:48 PM)	120 minutes (7:35 AM – 5:33 PM)

2.8 Existing pedestrian/cycle networks

A principal shared path runs along The Esplanade to the west of the Site while a high quality shared path exists along West Coast Highway. Overall, the Site is surrounded by good pedestrian/ cycle network facilities. The existing pedestrian/ cycle network facilities are shown in **Figure 2-10**.

Figure 2-10. Pedestrian / Cyclist Facilities in the area surrounding the Site



Source: Department of Transport



3 Proposed Development

3.1 Proposed Development

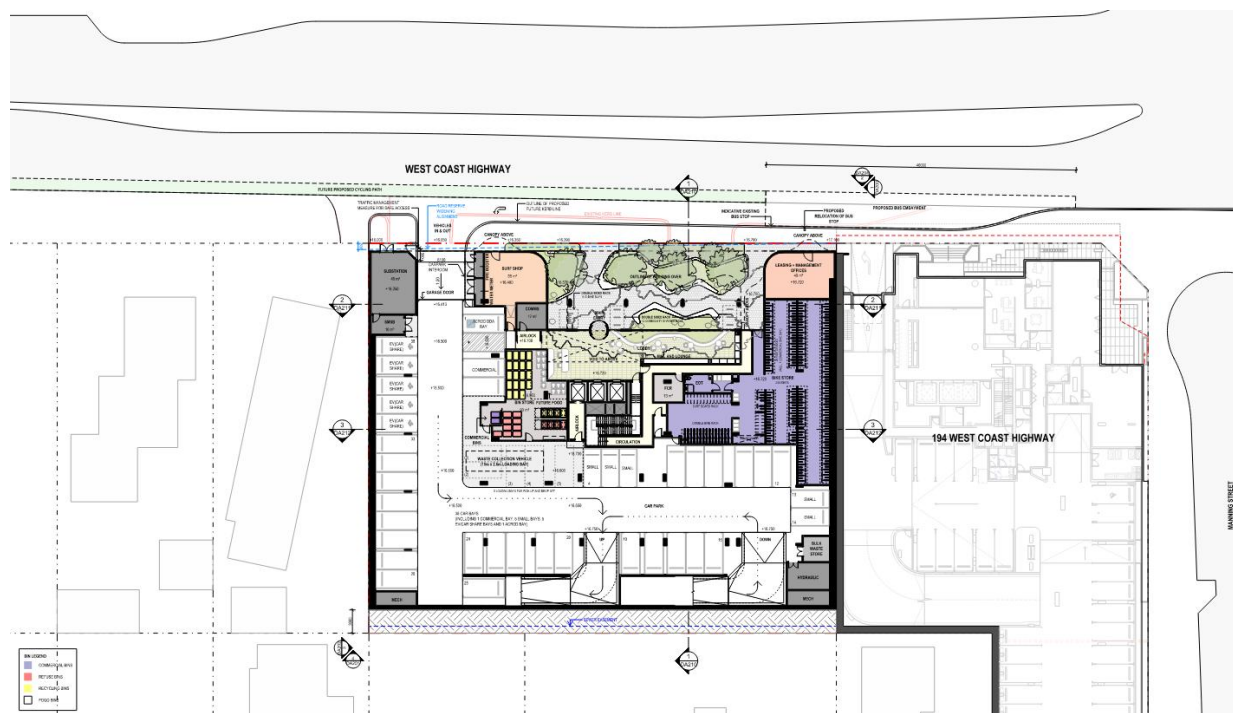
The proposal is a mixed-used development comprising of the following site-specific components summarised in **Table 3-1**.

Table 3-1. Proposed Development Yields

Type	Yield
Residential	
1 bedroom	160 dwellings
2x2 bedroom	65 dwellings
3 bedrooms	21 dwellings
Total	246 dwellings
Commercial	
Office	55sqm
Surf Shop	49sqm
Total	104sqm

The layout of the proposed development on the subject Site is shown in **Figure 3-1**. Detailed development plans are provided in **Appendix B**.

Figure 3-1. Ground Floor Site Plan



Source: Plus Studio (July 2026)



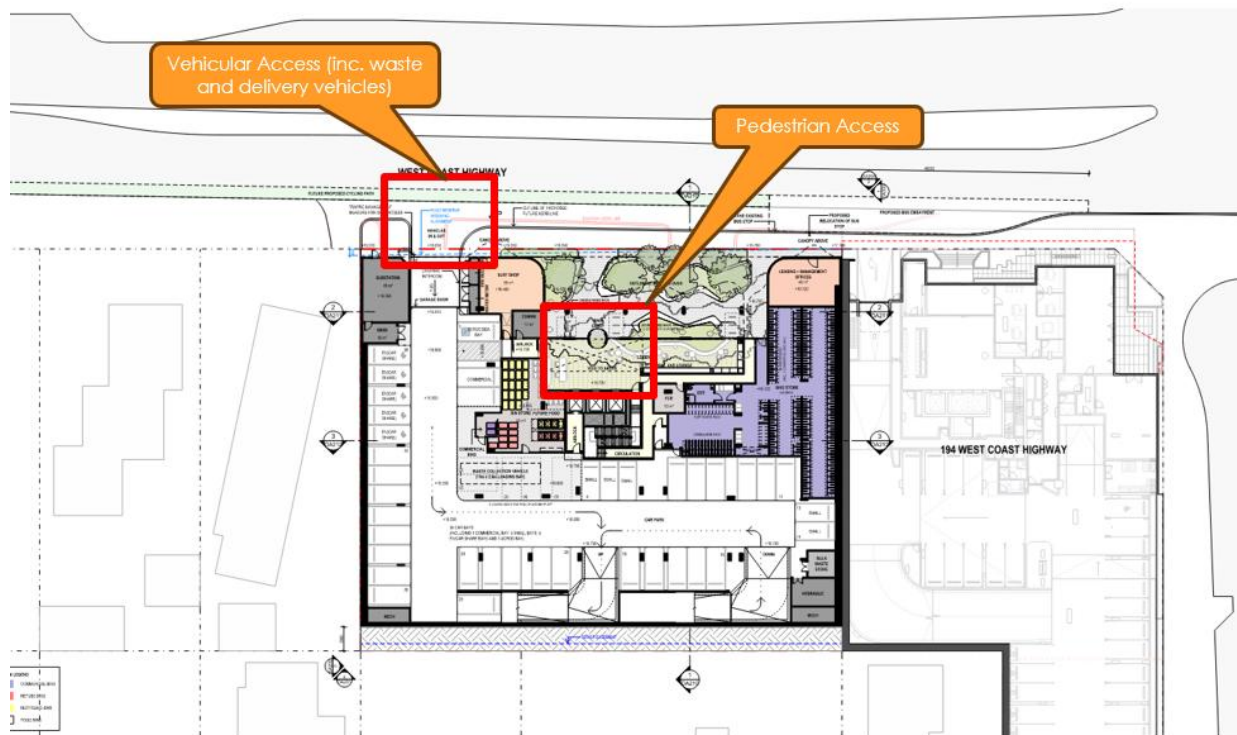
3.2 Access Arrangements

Vehicular access to the Site is proposed to be located in a similar location as the existing crossover fronting West Coast Hwy on the western boundary as shown in **Figure 3-2**. Pedestrian access to the proposed dwelling units is provided from the West Coast Highway Road frontage.

It is anticipated that waste collection and delivery/loading for the commercial tenancies of the development will be via the vehicle access on West Coast Highway as discussed further in Section 3.3.1 and Section 3.3.2.

The Substation, Fire Booster and Water Meter doors are appropriately located to ensure they do not open into the path of a passing vehicle driveway.

Figure 3-2. Access Arrangement



Source: Plus Studio (July 2026)

3.3 Swept Paths

3.3.1 Provision for Service Vehicles

A swept path analysis for a 10.2m waste vehicle was undertaken as illustrated in **Figure 3.3**. The swept path analysis shows that the City's waste truck is able to manoeuvre into the Site in a forward gear, reverse into the proposed waste collection area and exit in a forward gear. It is anticipated that waste collection is to be arranged to occur during off peak hours to minimise disruptions to traffic operations as well as to minimise any impacts to residents and visitors. In addition, a nominated staff/cleaner will assist the City of Stirling staff on the days of the collection.

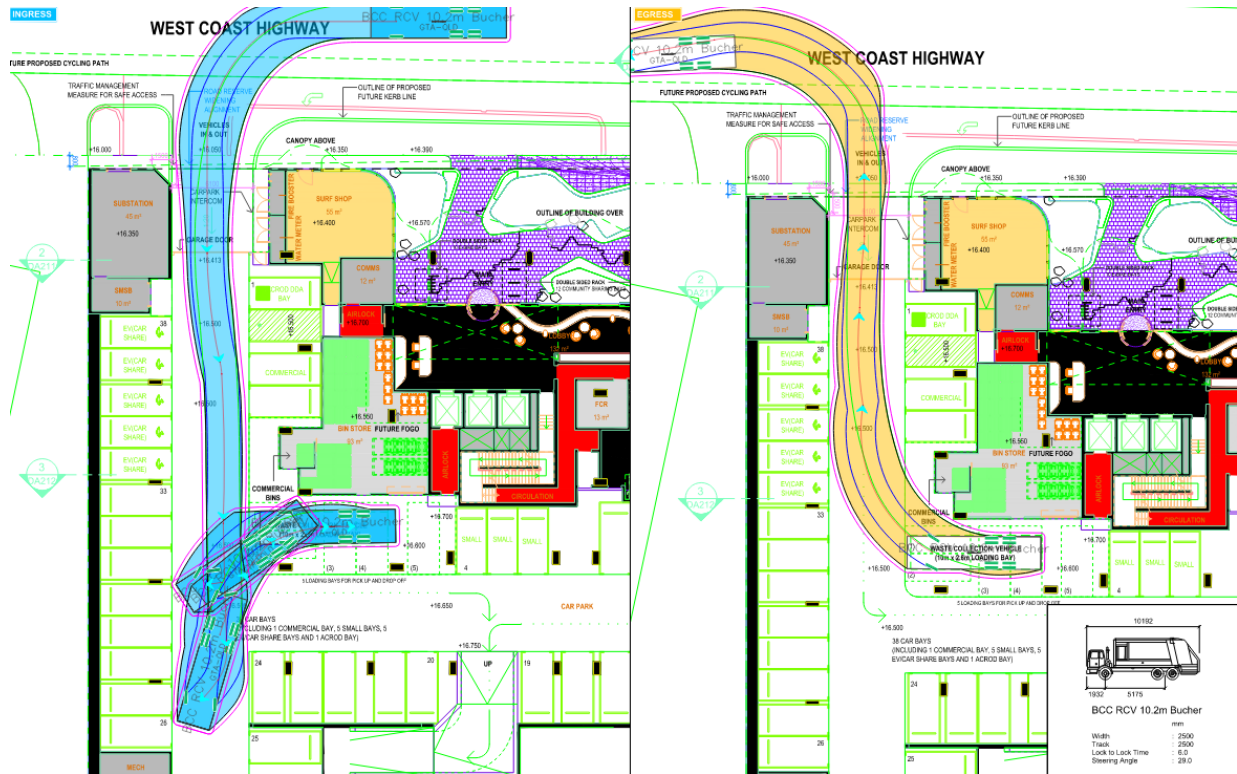


Proposed Residential Development 200 West Coast Highway, Scarborough

3 Proposed Development

The City has confirmed that the 4m clearance height at the proposed waste collection area is adequate for the City's waste vehicle.

Figure 3-3. Swept Path – Waste Collection



3.3.2 Delivery and Loading

Given that the proposed development comprises a relatively small commercial tenancy (floorspace of 104sqm), it is anticipated that a 6.4m Standard Rigid Vehicle (SRV) with a maximum height clearance of 3.5m will be utilised. This SRV vehicle is anticipated to represent the maximum vehicle size to service the commercial tenancy.

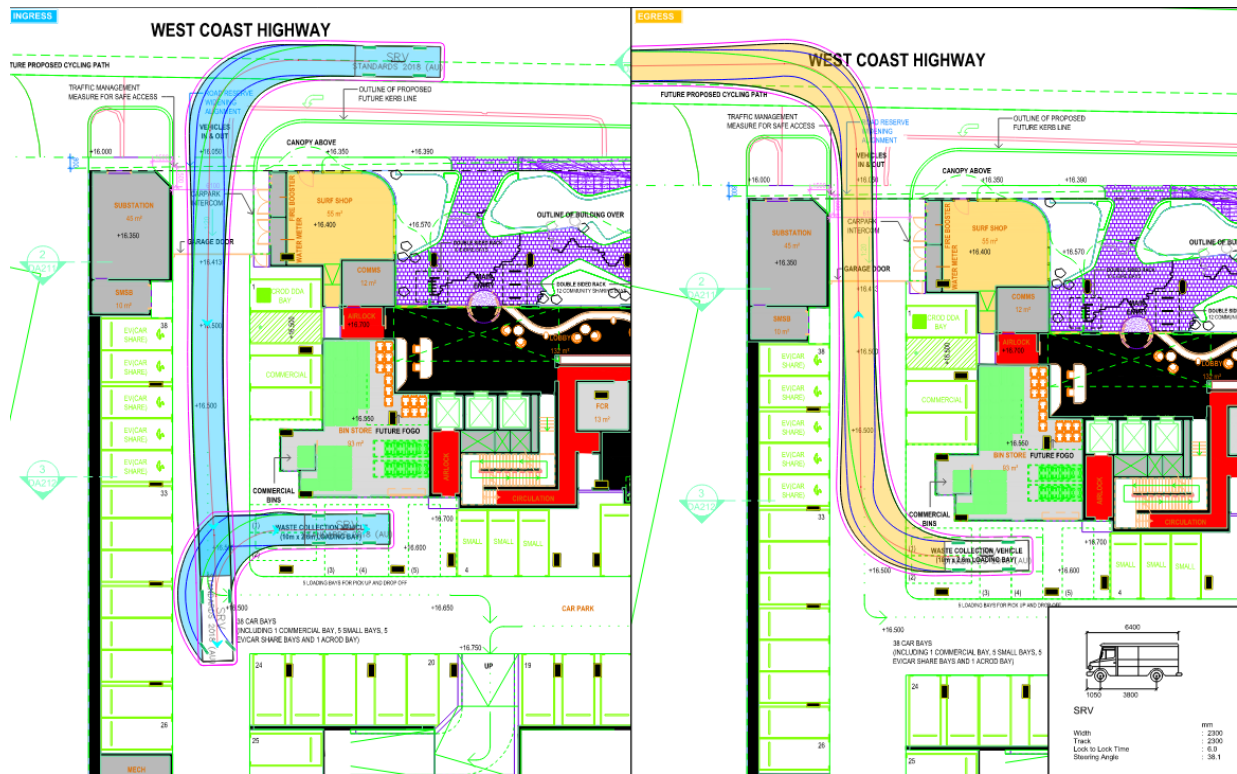
A swept path analysis has been undertaken as illustrated in **Figure 3-4**. The swept path analysis indicated that the SRV design vehicle is able to manoeuvre into the Site in a forward gear, reverse into the proposed loading area and exit in a forward gear.



Proposed Residential Development 200 West Coast Highway, Scarborough

3 Proposed Development

Figure 3-4. Swept Path -Delivery and Loading - SRV



3.3.3 B85 & B99 Swept Paths

A swept path analysis was undertaken for B85/B99 passenger vehicles as illustrated in **Figure 3-5** to **Figure 3-7**. The analysis shows that the B99 passenger vehicle is able to circulate the parking area, however this design vehicle will require several manoeuvres to enter and exit the end parking bays in an aisle. A B85 passenger vehicle is able to adequately enter and exit all parking bays.



Proposed Residential Development 200 West Coast Highway, Scarborough 3 Proposed Development

Figure 3-5. Swept Path – Ground Floor Circulation & Access

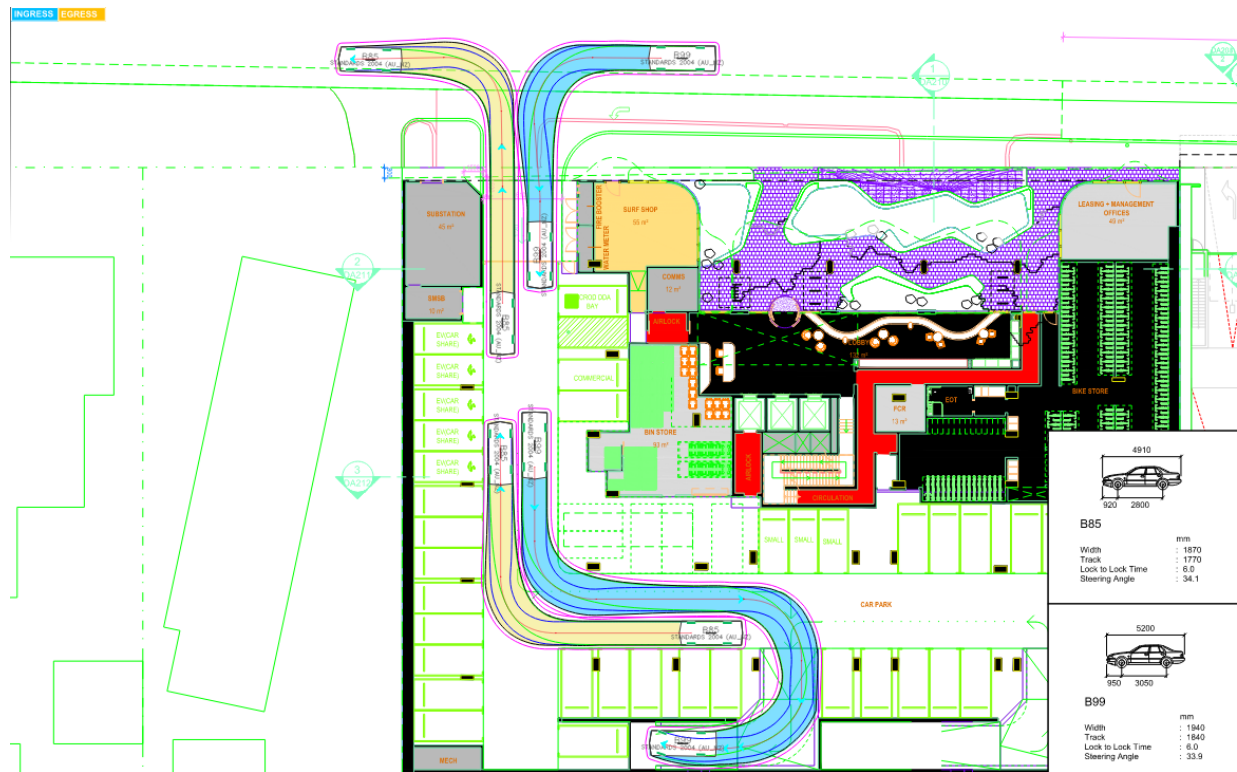
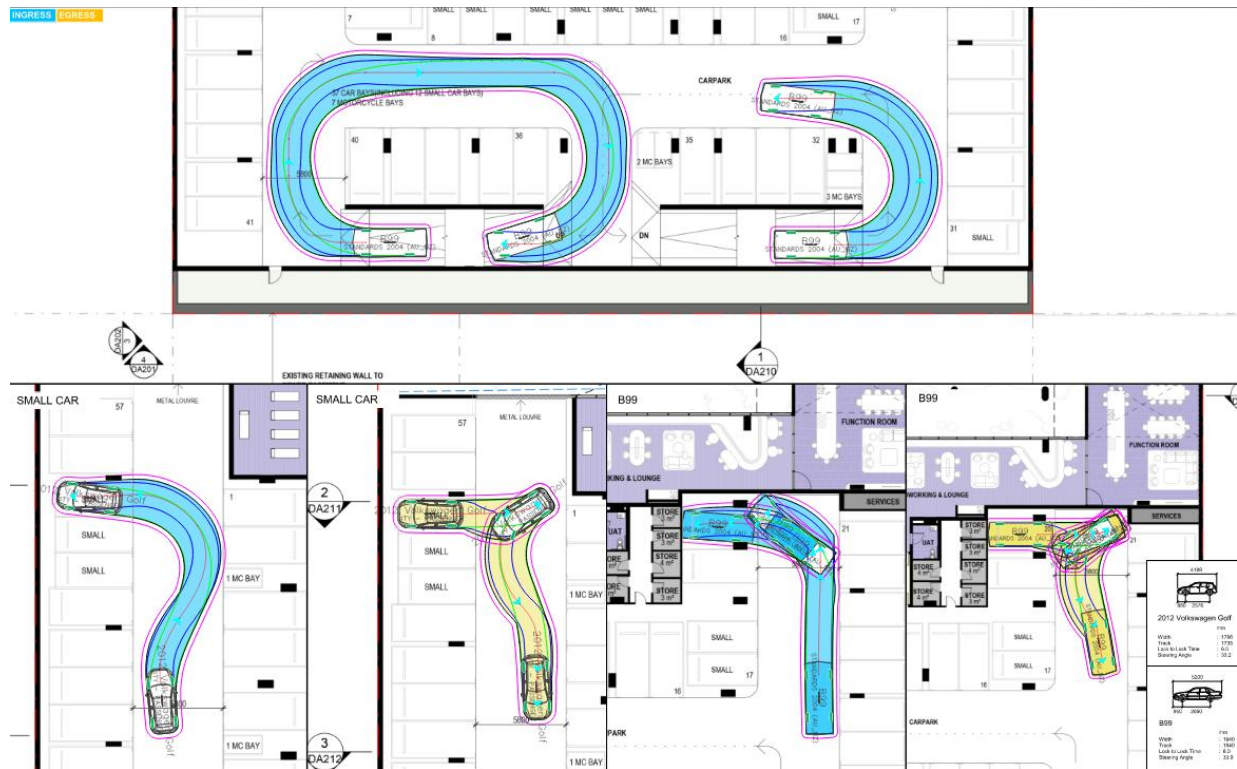


Figure 3-6. Swept Path – B99 and Small Car



Proposed Residential Development 200 West Coast Highway, Scarborough

3 Proposed Development

Figure 3-7. Swept Path –B85 and Small Car



3.4 Car Parking Requirements

The car parking requirements for the development are prescribed in the Development WA (formerly Metropolitan Redevelopment Authority (MRA)) Scarborough Design Guidelines (2016). The car park design must comply with AS2890.1 for off-street parking with complying dimensions and associated warning and directional signage. **Table 3-2** shows the car parking requirements.

Table 3-2. Car Parking Requirements (Scarborough Design Guidelines)

Proposed Land Use	Yield	Minimum Parking Requirement	Maximum Parking Requirement	Minimum Parking Required	Maximum Parking Required
Residential Apartments	246 apartments	0.75 bays per dwelling	An average of 1.5 bays per dwelling in any one development	185 bays	369 bays
Residential Visitor		0.25 bays per dwelling	n/a	62 bays	n/a
Non-residential (Shop & Leasing Office)	104 sqm	1 bay per 100m2 NLA	1 bay per 20m2 NLA	2 bays	6 bays
Total				249 bays	375 bays

The development proposes five levels of parking (including ground floor), all of which will be positioned to the rear of the building and screened from street view. The development includes a total of 222 car parking bays. **Table 3-3** outlines the allocation of the parking provision.



Proposed Residential Development 200 West Coast Highway, Scarborough
3 Proposed Development

Table 3-3. Proposed Parking Provision

Parking Allocation	Bays provided	Minimum Parking Requirement	
Residential Apartments	187 bays (incl. 5 car share bays)	185 bays	2 bay surplus
Residential Visitor	33 bays	62 bays	29 bay shortfall
Non-residential (Shop & Leasing Office)	2 bays (incl. 1 x ACROD bay)	2 bays	Meets requirement
Total	222 bays	249 bays	27 bay shortfall

As shown in **Table 3-3**, the proposed development is anticipated to have an overall shortfall of 27 vehicular parking bays which is primarily associated with the residential visitors. However, the following site-specific factors should be considered:

- Given the 'Build-to-Rent' nature of the proposed development, all car parking will be managed through leasing arrangements, providing an opportunity to 'unbundle' parking. This will allow prospective tenants to opt in or out of having a car parking bay based on their individual needs. The development also incorporates five (5) electric vehicle car share bays where residents will be able to book the use of a car that is shared amongst residential tenants. These arrangements serve to improve affordability and convenience for those residents who do not have or need a private vehicle, while also encouraging alternative mode shift.
- The subject Site is situated within a designated activity centre that benefits from high-frequency public transport services including a new 'Surf Cat' providing free, high-frequency bus services between Stirling Station and Scarborough Beach (as discussed in **Section 4.3.1**). This connectivity enables residents and visitors to conveniently access local amenities and destinations via walking or public transport.
- The development proposes bicycle, motorcycle, and scooter parking that exceeds the minimum requirements which will encourage the use of sustainable transport modes and reduce the reliance on private vehicles.
- It is anticipated that the development will manage and establish a booking system requiring residents to secure parking bays for their visitors attending the subject Site.
- It should be noted that the design of this development proposal has been guided by the lesser visitor parking standard under the R-Codes (Volume 2), representing a more contemporary (newer) standard. The parking requirements according to the Residential Design Code - R-Codes (volume 2) is shown in **Table 3-4** which indicates that the proposed number of visitor parking to be provided is adequate.

Table 3-4. Car Parking Requirements (Residential Design Code Volume 2)

Proposed Land Use	Yield	Minimum Parking Requirement	Minimum Parking Required	Parking Provided
Residential Visitor		1 bay per four dwellings up to 12 dwellings; and 1 bay per eight dwellings for the 13th dwelling and above	33 bays	33 bays
Total			33 bays	33 bays



3.5 Bicycle Parking Requirements

The bicycle parking requirements for the development are prescribed in the Scarborough Design Guidelines (2016) and detailed in **Table 3-5**.

Table 3-5. Bicycle Parking Requirements

Building Type and Land Use	Bicycle Parking Requirements	Yield	Bicycle Parking Required	Bicycle Parking Provided
Permanent Residential	Bicycle parking facilities for multiple dwellings shall be provided at a minimum of 1 bay for every unit	246 apartments	246 spaces	268 bicycle spaces (246 within a secure storage area +22 at the pedestrian entrance (inc. 10 share e-bike bays located at pedestrian entrance))
Commercial building less than 500m ² in floor area	A minimum of 1 space	104 sqm	1 space	
Total			247 spaces	268 spaces

The development proposes to provide a total of 268 bicycle spaces with 246 located in a secure storage area located on the ground floor / Level 01 and 22 bicycle share bays located at the pedestrian entrance to the development which is inclusive of 10 shared e-bike bays.

Similar to the car sharing bays, the bike share bays will be available for residents to utilise, offering convenience and encouraging mode shift away from private vehicles.

In addition to the above, the number of bicycle parking required in accordance with the Residential Design Code - R-Codes (volume 2) was calculated as shown in **Table 3-6**.

Table 3-6. Bicycle Parking Requirements (Residential Design Code Volume 2)

R Codes		Bicycle Parking Requirements	Bicycle Parking Required	Bicycle Parking Provided
Bicycle Parking	Resident	0.5 spaces per dwelling	123 bays	268 bays (surplus of 120 bays)
	Visitor	1 space per 10 dwellings	25 bays	
Total			148 bays	268 bays

Based on the above, the development proposes to provide adequate bicycle parking that meets the Scarborough Design Guidelines and exceeds the R-code requirements.

3.6 Motorcycle Parking Requirements

There are no requirements indicated in the *Scarborough Redevelopment Area Design Guidelines (2016)* for motorcycle parking. The proposed development intends to provide a total of 24 motorcycle bays.

Notwithstanding the above, the number of motorcycle bays proposed exceeds the R-Code requirement as summarised in **Table 3-7**.



Table 3-7. Motorcycle Parking Requirements (Residential Design Code Volume 2)

R Codes	Motorcycle Parking Requirements	Motorcycle Parking Required	Motorcycle Parking Provided
Motorcycle Parking	1 motorcycle / scooter space for every 10 car bays	21 bays	24 bays (surplus of 3 bays)
Total		21 bays	24 bays

3.7 Parking Geometry Requirements

The parking bay geometry requirements set forth by AS2890.1 and AS2890.6 for User Class 1A (residential, domestic and employee parking) at 90° angle and the corresponding provisions in the proposed development are summarised in **Table 3-8**.

Table 3-8. Parking Geometry Requirements

Parameter	Subcategory	Reference	Remarks
Width, m	User Class 1A (Residents & Staff parking)	AS2890.1-2004 (Figure 2.2)	No non-compliances identified
	Small car bay	AS2890.1-2004 (Section 2.4.1iii)	No non-compliances identified
	ACROD Bay and Shared Area	AS2890.6-2009 (Figure 2.2)	No non-compliances identified
	Motorcycle Bay	AS2890.1-2004 (Figure 2.7)	No non-compliances identified
Length, m	User Class 1A	AS2890.1-2004 (Figure 2.2)	No non-compliances identified
	Small car bay	AS2890.1-2004 (Section 2.4.1iii)	No non-compliances identified
	ACROD Bay and Shared Area	AS2890.6-2009 (Figure 2.2)	No non-compliances identified
	Motorcycle Bay	AS2890.1-2004 (Figure 2.7)	No non-compliances identified
Aisle Width	User Class 1A (Commercial Staff parking)	AS2890.1-2004 (Figure 2.2)	No non-compliances identified
Blind aisle extension, m	-	AS2890.1-2004 (Section 2.4.2c)	No non-compliances identified
Circulation roadway	Two-way	AS2890.1-2004 (2.5.2a item ii)	No non-compliances identified
	One-way	AS2890.1-2004 (2.5.2a item i)	No non-compliances identified
Access width, m		Scarborough Redevelopment Area Design Guidelines (2016)	No non-compliances identified



4 Changes to Surrounding Network

4.1 Road Network

4.1.1 West Coast Highway Future Planning Concept

The aim of the planning concept is to better connect Scarborough through an upgrade to West Coast Highway that provides safer and more convenient access for locals, people from all over Perth and travellers far and wide. It includes a centrally located lowered road section with surface roads and multiple pedestrian crossing points at ground level. **Figure 4-1** shows the proposed planning concept. The planning has already concluded its community and stakeholder consultation in 2022 and WAPC has supported the concept, while the Department of Planning, Lands and Heritage prepares an amendment to the Metropolitan Region Scheme (MRS). Currently, there are no indication of timeframe of implementation and completion.

Figure 4-1. West Coast Highway Future Planning Concept



Source: Main Roads WA 2025



4.2 Future Public Transport Initiatives

The Scarborough Master Plan proposes to improve public transport through:

- Relocation of the existing bus layover from the south side of Scarborough Beach Road to a more central median strip position.
- Provision of staging flexibility in the future to limit Scarborough Beach Road west vehicle to public transport and authorised vehicles only (including emergency vehicles, taxis, service vehicles, etc.).
- Retention of capacity for bus services to operate with minimal interference.
- Provision of signature bus shelters and quality trip end facilities at the bus stops and layovers.

Furthermore, in the long term, the City of Stirling's bold strategic vision for a trackless tram system extending 7km from Glendalough Train Station to Scarborough Beach along Scarborough Beach Road is progressing, with the City currently conducting a feasibility study as part of the first stage of this project.

The project will enhance the City's sustainable transport system and reduce vehicular traffic along Scarborough Beach Road which would improve access to the Site. The current timeline of the project is unknown at this stage, but a business case was completed in June 2022.

4.3 Future Public Transport Network and Facilities

Stantec contacted the relevant public transport authorities and was advised of the following changes to the bus network proposed to commence late November / early December 2025.

- Routes 410 and 412 will undergo a permanent route change extending from Scarborough Beach to a new terminus at Karrinyup Bus Station. The services will operate via West Coast Hwy, Pearl Pde and Duke St 7 days a week.
- Stand changes in Scarborough Beach Bus Station including an additional two stands (to be known as Stands 5 & 6) on West Coast Hwy just north of Scarborough Beach Rd). Stand 5 will be positioned in the existing embayment outside Rendezvous Scarborough and a new bus embayment to be constructed opposite this for Stand 6. Routes 410 and 412 will use New Stands 5 & 6.
- Time changes and minor frequency amendments to existing Route 990 between Perth Busport and Scarborough Beach Bus Station.

4.3.1 Surf CAT Bus Service

The Public Transport Authority have confirmed that a newly proposed Surf CAT will be a daily bus service, running from Stirling Station along Ellen Stirling Boulevard and Scarborough Beach Road direct to Scarborough Beach. The free service will run up to every 10 minutes during peak periods, from early in the morning to late at night, seven days a week with anticipated services to start late 2025.

Main Roads will be conducting road works to construct a bus lane on Scarborough Beach Road, where it intersects with West Coast Highway, and new bus embayments on West Coast Highway as shown in **Figure 4-2** below.



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4 Changes to Surrounding Network

Figure 4-2. Surf CAT Bus Service



Source: PTA 2025

4.4 Pedestrian / Cycling Networks

4.4.1 Scarborough Master Plan

The Scarborough Master Plan 2015 outlines the proposed changes to key roads within the area. The plan aims to reduce vehicle traffic along The Esplanade and introduce a better environment for pedestrians and cyclists. Details of the proposed changes to the surrounding network are outlined in **Figure 4-3**.



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4 Changes to Surrounding Network

Figure 4-3. Changes to Surrounding Road Network



Source: Scarborough Masterplan

The Scarborough Master Plan proposes the following improvements to the pedestrian and cycle facilities:

- Increase the number of access points from the Esplanade to the beach front.
- Redirect high-speed bicycle movements from the Principal Shared Path (PSP) to The Esplanade.
- Provide street trees, shade structures, along Scarborough Beach Road, in addition widened footpaths and high-quality landscape treatments.

4.4.2 Stephenson Avenue Extension Project

The City is collaborating with Main Roads WA to complete the Stephenson Avenue Extension. The expansion project, which will be completed in two phases, will include the building of a new freeway interchange as well as the Stephenson Avenue road network as illustrated in **Figure 4-4**.

- Phase 1: Scarborough Beach Road - Howe Street, Stephenson Ave, Phase 1 (delivered by the City)
- Phase 2: Main Roads WA to provide the Phase 2 Freeway junction, Howe Street - Cedric Street, and Stirling Bus Interchange upgrading from an 18 stand to a 30-stand facility.

The project's first phase is already completed, while phase two is currently under way with expected completion early 2026.



Proposed Residential Development 200 West Coast Highway, Scarborough **4 Changes to Surrounding Network**

Figure 4-4. Proposed Stephenson Avenue Extension and Freeway Interchange



Source: Main Roads WA



5 Integration with Surrounding Area

The Site is surrounded by a variety of land uses within close proximity as shown in **Figure 5-1**. The most popular key generators/attractors are located on West Coast Highway, The Esplanade and Scarborough Beach Road. These attractors/generators include the following:

- St. John's Primary School;
- Scarborough Primary School;
- Immaculate Heart of Mary Parish Scarborough Church;
- Coles Scarborough;
- Various restaurants/cafes; and
- Various office/commercial businesses.

Figure 5-1. Surrounding Areas



6 Analysis of Transport Network

6.1 Assessment Years and Time Period

The weekday peak times (based on the existing traffic behaviour along West Coast Highway) was identified to occur between 8:00AM to 9:00AM and 4:00PM to 5:00PM respectively during the morning and afternoon peak hour periods. The following scenarios have been analysed for this assessment:

- Scenario 1 – Existing Condition – 2025 base year.
- Scenario 2 – 2027 background traffic without proposed development (opening year of the development).
- Scenario 3 – 2027 background traffic with proposed development (opening year of the development).
- Scenario 4 – 2037 background traffic without proposed development (10-year horizon assessment as per WAPC guidelines).
- Scenario 5 - 2037 background traffic with proposed development (10-year horizon assessment as per WAPC guidelines)

6.2 Analysis Assumptions

The following provides a list of assumptions used in this assessment.

- The proportion of heavy vehicles was based on the Main Roads WA traffic map data and assumed to be the same for all scenarios.
- Dimensions of all intersection elements (e.g., lane lengths, land widths, median width, etc.) were measured from Metromap aerial photos.
- The following annual growth rate as suggested by Main Roads WA was used to estimate the traffic flows for future years at the West Coast Highway Scarborough Beach Road and West Coast Highway/Manning Street intersections.
 - » 1.4% per year southbound
 - » 2.1% per year northbound
 - » 2.9% per year westbound
 - » As the eastbound growth rate was not provided, the southbound growth rate (1.4% per year) was applied for this assessment.
- Turning distributions at intersections are calculated based on existing traffic distributions.
- Intersection controls are anticipated to remain the same for future scenarios. Controls at the accesses are to be give-way.
- Signal phasing and timing information used at the intersections of West Coast Highway/Manning Street and West Coast Highway/Scarborough Beach Road intersections was sourced from Main Roads Traffic Map. These have been modified for the future scenarios to use either practical or optimal timings to account for changing traffic conditions.
- The network was modelled as a network model using SIDRA 9 software analysis tool in accordance with Main Roads WA Operational Modelling Guidelines.
- Approach and exit speeds were based on speed limits from Main Roads WA Road Information Mapping System.



- Extra Bunching (Site Analysis) of 15% was applied for the South approach of the West Coast Highway/ Manning Street intersection.
- It is expected that the proposed development will generate less trips than the calculated trip generation due to the net difference with the existing Site. For a robust assessment, the net development trip was not used in the analysis.

6.3 Trip Generation

Trip generation has been calculated for the Site, utilising trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation" 10th Ed. **Table 6-1** shows the trip generation rates, **Table 6-2** indicates the directional distribution and **Table 6-3** summarises the estimated trips to be generated by the proposed development.

Table 6-1. Trip Generation Rate

Land Use	ITE Code/Source	Yield	AM Peak	PM Peak
Residential	ITE 222	246 dwellings	0.34 per dwelling	0.39 per dwelling
Office	ITE 712	53sqm	3.51 per 100 sqm	4.01 per 100 sqm
Retail	ITE 876	119sqm	5.17 per 100 sqm	4.52 per 100 sqm

Table 6-2. Direction Distribution

Land Use	AM PEAK		PM PEAK	
	IN	OUT	IN	OUT
Residential	21%	79%	62%	38%
Office	60%	40%	45%	54%
Retail	54%	46%	50%	50%

Table 6-3. Total Trips

Land Use	AM PEAK		PM PEAK	
	IN	OUT	IN	OUT
Residential	18	66	59	36
Office	1	1	1	1
Retail	1	1	1	1
Total	20	68	61	38
	88		99	

The proposed development is expected to generate approximately 88 trips during the AM peak hour and 99 trips during the PM peak hour. However, the site is currently occupied by the existing Tide facility, which already generates traffic. As a result, the net increase in trips will be lower than the estimated figures for the proposed development, since some trips are already occurring. Additionally, the site benefits from excellent public transport connections and high-quality cycling facilities and thus it is expected that the vehicular trips is potentially overestimated.



6.4 Trip Distribution and Assignment

The overall trip distribution for inbound and outbound trips was assumed to be 15% to/from the north, 32% to/from the south, and 53% of the development traffic to/from the East. This distribution is derived from population density and workplace location data within the Perth Metropolitan region obtained from ABS Census.

Since the Site accesses are proposed to be restricted to left-in-left-out only, route assignments assumptions were made based on this restriction as summarised in **Table 6-4**. The assumed routes were determined by considering the shortest travel distance to and from the Site, accounting for the left-in and left-out only access.

The anticipated inbound and outbound route assignment to and from the Site is also illustrated in **Figure 6-1** and **Figure 6-2**.

Table 6-4. Route Assumptions (Inbound and Outbound)

From/To	Inbound	Outbound
North	Inbound vehicles coming from the north will have no problem accessing the Site directly as it will have to travel southwards along West Coast Highway.	Outbound vehicles will have to turn right at Scarborough Beach Road and circulate around the SBR/The Esplanade roundabout then turn left from SBR to West Coast Highway
South	Inbound vehicles coming from the South will have to turn left into Scarborough Beach Road, travel all the way to Manning Street via the Esplanade and then turn right into West Coast Highway.	Outbound vehicles heading south will exit the Site and travel along West Coast Highway.
East	Inbound Vehicles coming from the east will have to turn right into Filburn St, head to Reserve Street and turn left into West Coast Highway.	Outbound vehicle going to the east will have to travel along West Coast Highway and then turn left at Scarborough Beach Road.



Figure 6-1. Inbound Vehicles



Figure 6-2. Outbound Vehicles

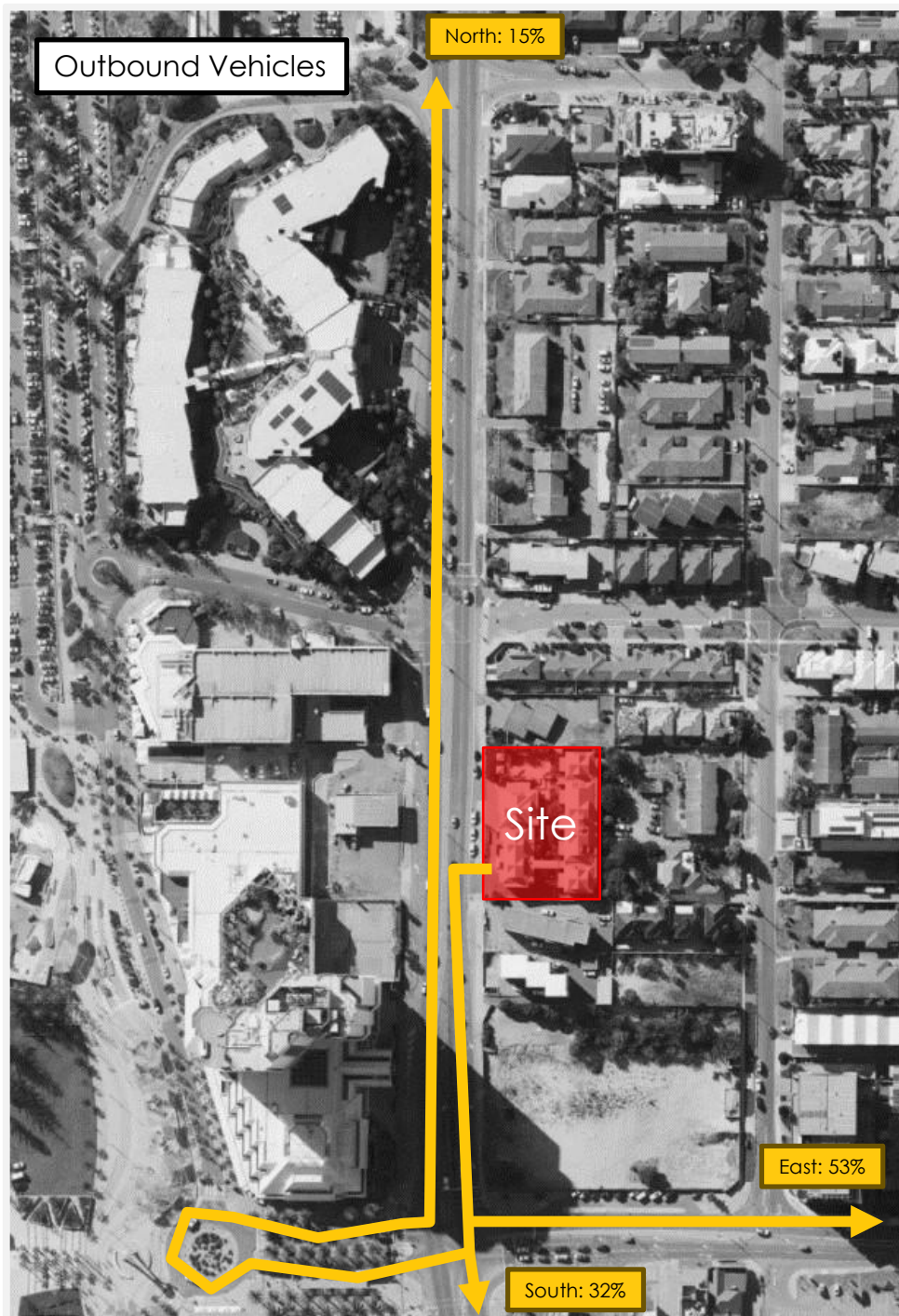
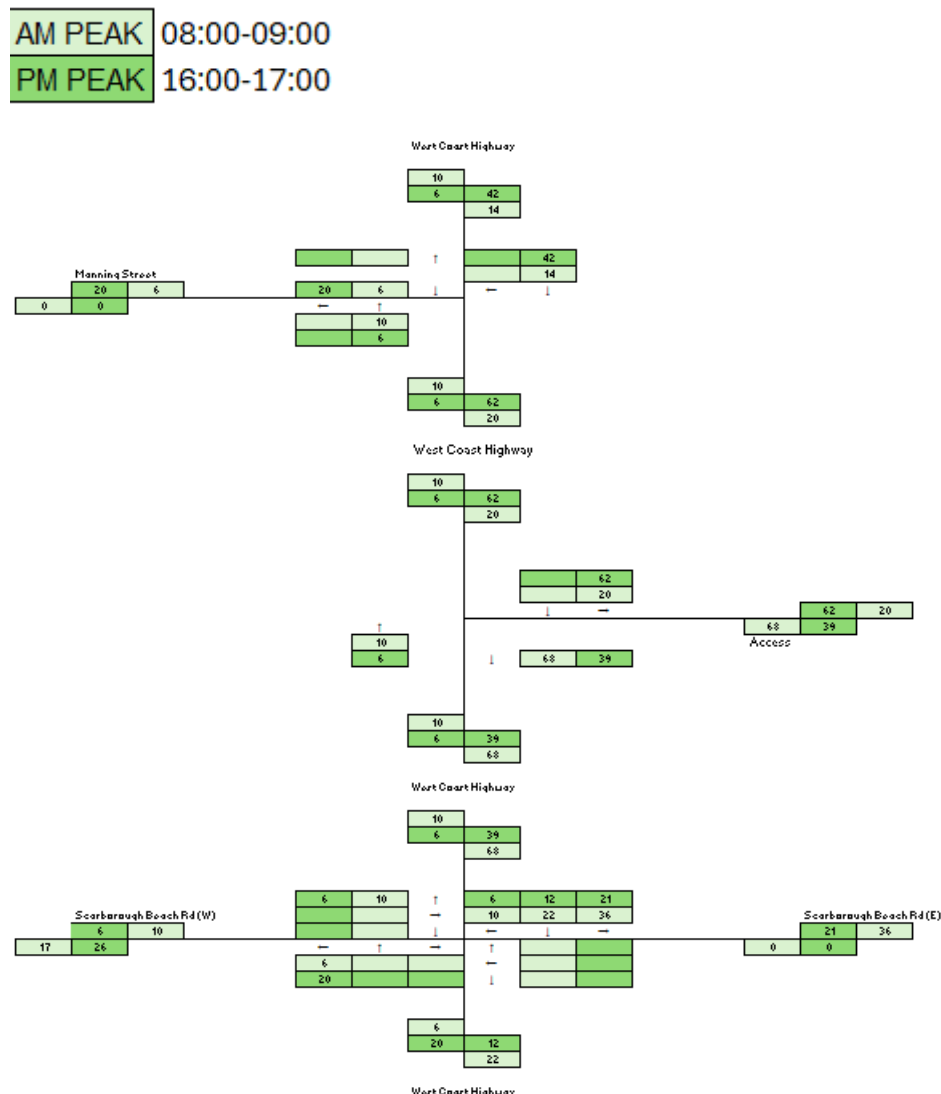


Figure 6-3 shows the development traffic trip distribution based on the above assumptions.



Figure 6-3. Development Traffic



6.5 Traffic Volumes

Traffic volumes were sourced from video surveys from the MRWA Traffic Map for the existing year as shown in **Figure 6-4**. **Figure 6-5** illustrates the HV percentages also obtained from the video surveys in the MRWA Traffic Map. The following annual growth rate as suggested by Main Roads WA was used to estimate the future years 1.4% per year southbound/eastbound, 2.1% per year northbound and 2.9% per year westbound. The future background traffic with development traffic is illustrated in



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Figure 6-6 and



Figure 6-5. HV % distribution



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Figure 6-6. 2027 Traffic with Development

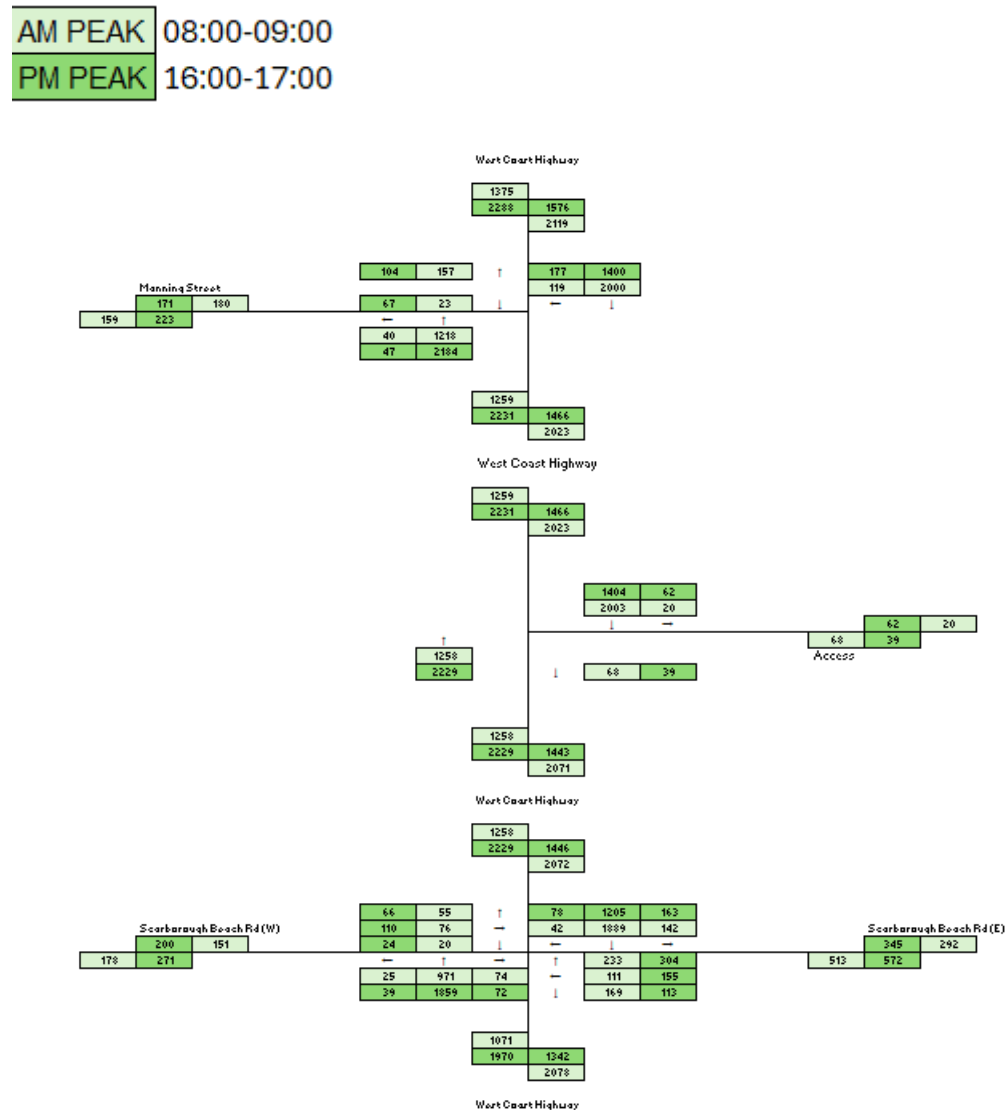
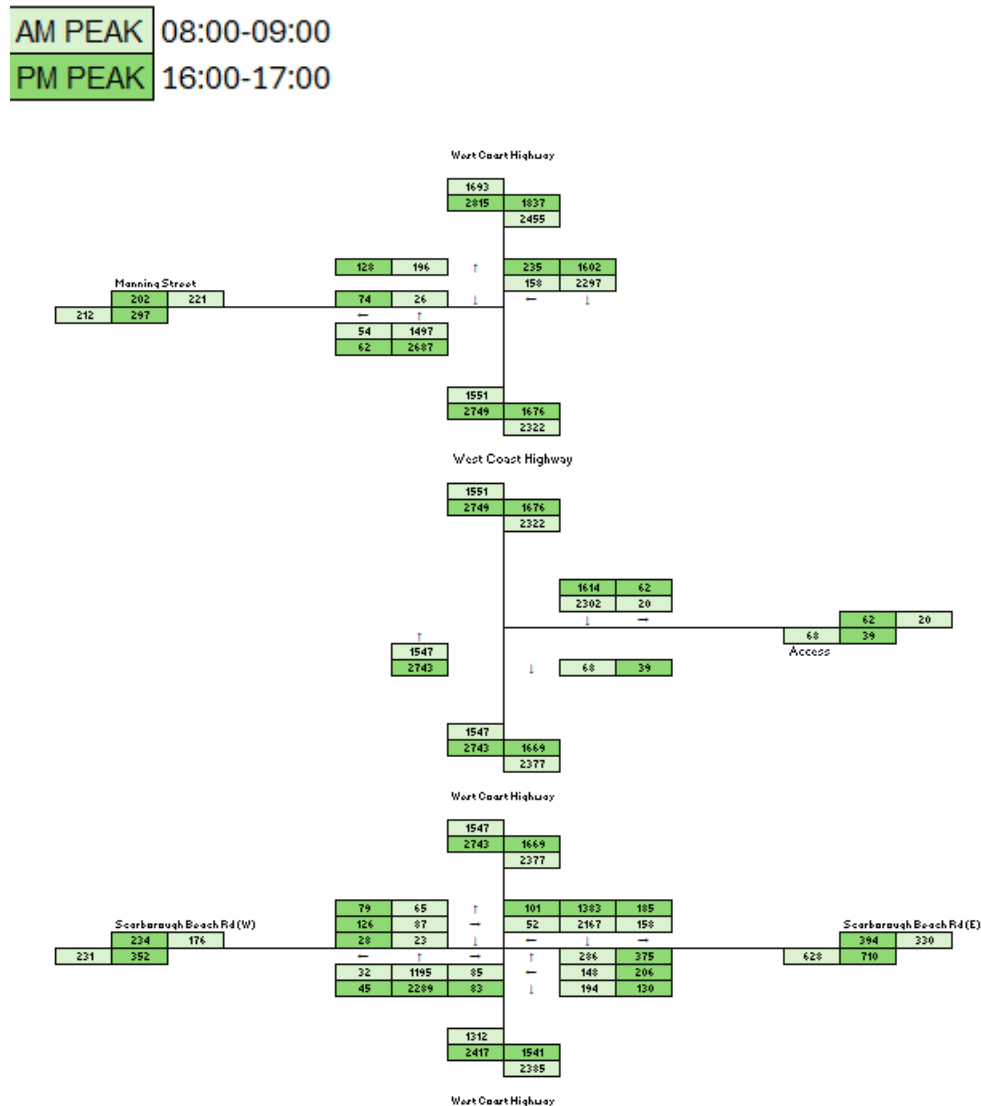


Figure 6-7. 2037 Traffic with Development



6.6 Intersection Performance

SIDRA intersection analysis was undertaken for the subject intersection. SIDRA calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th Percentile Queue. These parameters are defined as follows:

- **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded from an un-signalized intersection where $DOS > 80$.
- **95% Queue:** is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected.
- **Average Delay:** is the average of all travel delays for vehicles through the intersection. An unsigned intersection can be operating at capacity where the average delay exceeds 40 seconds for any movement.



- Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic system and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 6-5**. A LOS exceeding these values indicates that the road section is exceeding its practical capacity. Above these values, users of the intersections are likely to experience unsatisfactory queueing and delays during the peak hour periods.

Table 6-5. Level of Service (LoS) Specifications

LOS	Description	Signalized Intersection	Unsignalized Intersection
A	Free flow conditions (best condition)	≤ 10 sec	≤ 10 sec
B	Reasonable free flow operations	10 – 20 sec	10 – 15 sec
C	At or near free flow operations	20 – 35 sec	15 – 25 sec
D	Decreasing free flow levels	35 - 55 sec	25 - 35 sec
E	Operations at capacity	55 – 80 sec	35 – 50 sec
F	A breakdown in vehicular flow (worst condition)	≤ 80 sec	≤ 50 sec

6.7 SIDRA Analysis Results

6.7.1 West Coast Highway / Manning Street

The SIDRA layout for this intersection is illustrated in **Figure 6-8** and the analysis results for the West Coast Highway/Manning Street intersection are summarised in **Table 6-6** to **Table 6-10**.



Figure 6-8. West Coast Highway/ Manning Street SIDRA Layout

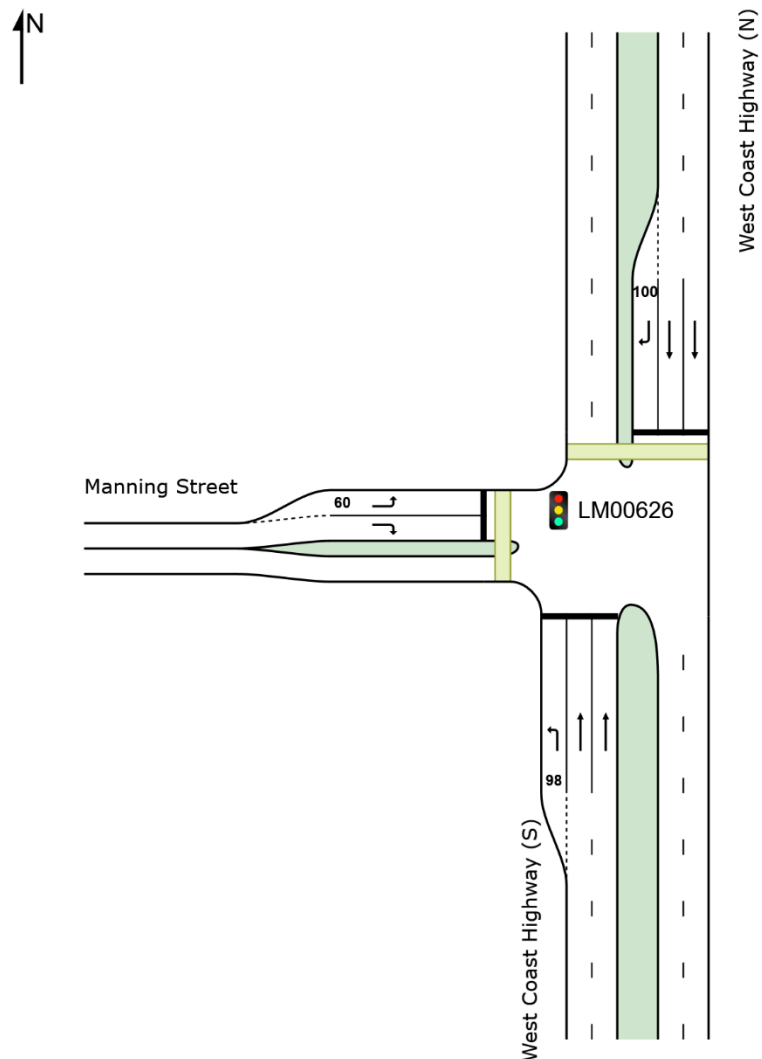


Table 6-6. SIDRA Results – Scenario 1 – West Coast Highway/ Manning Street

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy (S)	L	* 0.215	105.2	F	27.9	0.243	111.5	F	31.7
	T	0.5	22.4	C	243.7	* 0.837	31.4	C	585.1
North: West Coast Hwy (N)	T	* 0.642	6.7	A	265.8	0.431	4.4	A	126.7
	R	0.49	74.1	E	71.2	* 0.831	106.7	F	131.9
West: Manning Street	L	0.175	63.7	E	24.5	0.516	93.7	F	76.4
	R	0.091	93.9	F	11.5	* 0.251	91.8	F	32.5
All Vehicles		0.642	16.8	B	265.8	0.837	28.6	C	585.1



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Table 6-7. SIDRA Results – Scenario 2 – West Coast Highway/ Manning Street

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy (S)	L	* 0.227	109.3	F	29.4	* 0.260	114.1	F	34
	T	0.555	29.4	C	289.8	* 0.880	34.9	C	660.7
North: West Coast Hwy (N)	T	* 0.662	7.1	A	284.8	0.443	4.4	A	132.3
	R	0.405	67.9	E	71.2	* 0.844	107	F	140.6
West: Manning Street	L	0.549	62	E	100.6	0.514	92.8	F	79.1
	R	0.096	93.9	F	12.2	0.256	91.9	F	33.2
All Vehicles		0.662	20.8	C	289.8	0.88	30.8	C	660.7

Table 6-8. SIDRA Results – Scenario 3 – West Coast Highway/ Manning Street

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy (S)	L	* 0.227	109.5	F	29.4	0.26	113.5	F	34
	T	0.561	29.7	C	293.9	* 0.876	33.9	C	654.5
North: West Coast Hwy (N)	T	* 0.668	7.2	A	290	0.458	4.5	A	139.1
	R	0.405	68.1	E	71.2	* 0.881	111.8	F	144.5
West: Manning Street	L	0.549	62	E	100.6	0.536	94	F	79.7
	R	0.136	94.6	F	17.4	* 0.365	93.2	F	48.1
All Vehicles		0.668	21.1	C	293.9	0.881	30.5	C	654.5

Table 6-9. SIDRA Results – Scenario 4 – West Coast Highway/ Manning Street

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy (S)	L	* 0.306	116	F	40.1	* 0.343	124.3	F	45.3
	T	0.689	35.7	D	410.8	* 1.094	143.5	F	1399.5
North: West Coast Hwy (N)	T	* 0.773	9.6	A	422.2	0.51	8.3	A	166.9
	R	0.537	73	E	97.1	* 1.076	201	F	244.9
West: Manning Street	L	0.694	75.6	E	129.5	0.607	93.2	F	98.3
	R	0.108	105.9	F	13.7	0.294	92.3	F	38.4
All Vehicles		0.773	26.1	C	422.2	1.094	99.5	F	1399.5



Table 6-10. SIDRA Results – Scenario 5 – West Coast Highway/ Manning Street

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy (S)	L	* 0.306	116.3	F	40.1	0.343	124.3	F	45.3
	T	0.694	36	D	416.2	* 1.097	145.5	F	1408.4
North: West Coast Hwy (N)	T	* 0.779	9.7	A	430.7	0.526	8.4	A	176.3
	R	0.537	73.2	E	97.1	* 1.076	201	F	244.9
West: Manning Street	L	0.697	75.6	E	129.6	0.607	93.2	F	98.3
	R	0.147	106.5	F	18.9	* 0.403	93.6	F	53.4
All Vehicles		0.779	26.4	C	430.7	1.097	99.9	F	1408.4

The findings reveal that for Scenario 1, the intersection is currently operating satisfactorily during the AM and PM peak, this intersection is currently experiencing an overall Level of Service of B in the AM and C in the PM.

In Scenario 2 (Opening year 2027 Traffic without Development Traffic) and Scenario 3 (Opening year 2027 Traffic with Development Traffic), the analysis indicates similar performance results for both scenarios. This shows that the proposed development is expected to add a minimal amount of traffic at this intersection. Overall, the increase in delay is relatively small resulting in minimal additional impacts to the overall intersection operation.

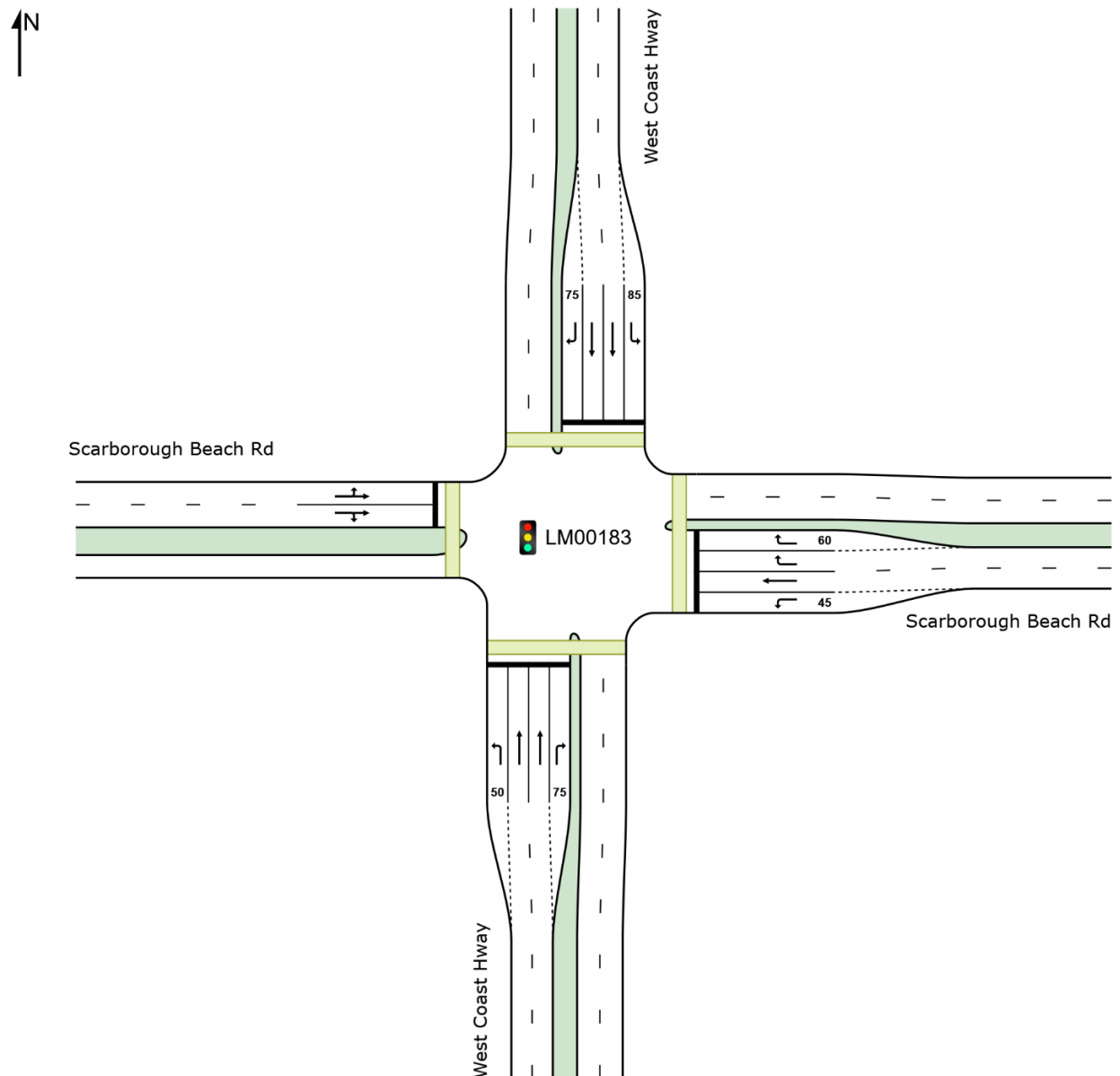
For the 2037 future design year, the intersection appears to display similar intersection performance during the AM peak and PM peak hour for the “with” and “without” development traffic scenarios. It should be noted that deterioration in intersection performance can be primarily attributed to the background traffic growth and not as a result of the proposed development.

6.7.2 West Coast Highway / Scarborough Beach Road

The SIDRA layout for this intersection is illustrated in **Figure 6-9** and the analysis results for the West Coast Highway/Scarborough Beach Road intersection are summarised in **Table 6-11** to **Table 6-15**.



Figure 6-9. West Coast Highway / Scarborough Beach Road SIDRA Layout



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Table 6-11. SIDRA Results – Scenario 1 – West Coast Highway/ Scarborough Beach Road

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy	L	0.02	52.5	D	4	0.024	104.6	F	4.7
	T	0.493	46.2	D	228.3	* 0.912	94.1	F	619.2
	R	* 0.924	143.7	F	61.4	0.859	159.6	F	55.2
East: Scarborough Beach Rd	L	0.755	89.7	F	89.2	0.392	104.2	F	48.5
	T	* 0.947	146.6	F	107.5	* 0.922	144.6	F	129
	R	0.79	113.5	F	91.1	0.741	102.8	F	106.9
North: West Coast Hwy	L	0.722	144.2	F	81.6	0.698	120.5	F	99.3
	T	* 0.951	95.9	F	725.8	0.68	61.9	E	322.5
	R	0.529	150.4	F	32.4	0.916	150.3	F	60.9
West: Scarborough Beach Rd	L	0.834	68.9	E	64.6	* 0.851	65.7	E	73.4
	T	* 0.834	111.7	F	62.3	* 0.851	106.3	F	76.3
	R	0.834	119.5	F	62.3	0.851	115.6	F	76.3
All Vehicles		0.951	88	F	725.8	0.922	90.6	F	619.2

Table 6-12. SIDRA Results – Scenario 2 – West Coast Highway/ Scarborough Beach Road

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy	L	0.021	55.7	E	4.3	0.027	109.5	F	5.1
	T	0.52	48.9	D	244.9	* 0.981	124	F	782.9
	R	* 0.950	150.6	F	64.6	0.723	154.1	F	54.2
East: Scarborough Beach Rd	L	0.752	97.6	F	90.7	0.367	109.4	F	48.5
	T	* 0.994	169.5	F	122	* 0.954	156.7	F	142.7
	R	0.78	112.1	F	94.6	0.755	104.3	F	111.5
North: West Coast Hwy	L	0.702	145.2	F	83.2	0.687	122.1	F	101.4
	T	* 0.988	117.3	F	837.7	0.726	68	E	347.9
	R	0.546	153.2	F	33.5	0.793	141.7	F	60.6
West: Scarborough Beach Rd	L	0.855	70.9	E	67.4	* 0.873	67	E	77.1
	T	* 0.855	113.6	F	67.4	* 0.873	108.8	F	79.1
	R	0.855	121	F	64.5	0.873	117.5	F	79.1
All Vehicles		0.994	100.6	F	837.7	0.981	106.6	F	782.9



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Table 6-13. Scenario 3 – West Coast Highway/ Scarborough Beach Road

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy	L	0.029	55.7	E	5.9	0.054	108.1	F	10.5
	T	0.523	49	D	244.2	* 0.984	125.2	F	782.8
	R	* 0.950	150.7	F	64.6	0.796	157.3	F	55.4
East: Scarborough Beach Rd	L	0.752	97.6	F	90.7	0.378	110.1	F	48.9
	T	* 0.994	169.5	F	122	* 0.954	156.7	F	142.7
	R	0.78	112.1	F	94.6	0.755	104.3	F	111.5
North: West Coast Hwy	L	0.947	169	F	128.3	0.788	126	F	120.5
	T	* 1.020	138.8	F	915.9	0.734	67.6	E	354.5
	R	0.74	157.8	F	46.7	0.945	158.5	F	71.5
West: Scarborough Beach Rd	L	* 0.893	77	E	76.4	* 0.891	70.3	E	81.3
	T	0.893	119.3	F	76.4	* 0.891	111.4	F	81.3
	R	0.893	124.5	F	68.6	0.891	119.4	F	81.6
All Vehicles		1.02	113	F	915.9	0.984	107.7	F	782.8

Table 6-14. SIDRA Results – Scenario 4 – West Coast Highway/ Scarborough Beach Road

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy	L	0.029	72.1	E	5.6	0.035	114.4	F	6.7
	T	0.672	63.5	E	349.9	* 1.207	298.9	F	1365.1
	R	* 1.091	238.7	F	88.7	0.917	171	F	67.4
East: Scarborough Beach Rd	L	0.806	136.5	F	105.8	0.41	140.4	F	56.2
	T	* 1.160	305.3	F	198.6	* 1.180	321.9	F	254.5
	R	0.819	115	F	116.8	1.019	177.9	F	176.6
North: West Coast Hwy	L	0.656	145.6	F	92.4	0.725	128	F	116.8
	T	* 1.180	270.6	F	1286.5	0.852	78.7	E	440.8
	R	0.74	161.8	F	46.7	* 1.151	294.6	F	114.4
West: Scarborough Beach Rd	L	0.993	104.8	F	93.2	1.102	169.8	F	127.9
	T	* 0.993	145.7	F	93.2	* 1.102	211.1	F	127.9
	R	0.993	150.2	F	84.6	1.102	219.3	F	119
All Vehicles		1.18	188.2	F	1286.5	1.207	212.4	F	1365.1



Table 6-15. SIDRA Results – Scenario 5 – West Coast Highway/ Scarborough Beach Road

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Hwy	L	0.036	70.6	E	7.3	0.064	111.9	F	12.2
	T	0.669	62.3	E	345.4	* 1.197	288.2	F	1332.9
	R	* 1.091	238.3	F	88.7	1.019	205.6	F	75.9
East: Scarborough Beach Rd	L	0.834	140.4	F	108.9	0.435	142.8	F	57.3
	T	* 1.194	334.2	F	206.3	* 1.218	355.1	F	265.8
	R	0.862	120.2	F	120	1.045	194.5	F	181.5
North: West Coast Hwy	L	0.903	161.9	F	136	0.852	135.1	F	140.4
	T	* 1.203	289.5	F	1348	0.843	76.2	E	446
	R	0.916	173.9	F	61.6	1.104	255.3	F	92.6
West: Scarborough Beach Rd	L	1.031	121.5	F	99.1	* 1.122	186.8	F	135.8
	T	* 1.031	163.8	F	99.1	* 1.122	227.3	F	135.8
	R	1.031	170.7	F	91.4	1.122	235.4	F	124.6
All Vehicles		1.203	199.5	F	1348	1.218	209	F	1332.9

The results indicate that this intersection is functioning practically at capacity for the existing situation (Scenario 1) with a DoS of 0.95 during the AM and DOS of 0.92 during the PM peak hour periods. In the 2027 opening year, the DoS is expected to be reaching 0.99 during the AM peak hour period and over 1.0 during the PM peak hour similar to Scenario 2 (without development). The difference in delay between the “with” and “without” development traffic is minimal which indicates that the impact of the proposed development on the intersection performance is minor and is most likely attributed to the background traffic growth.

For the 2037 design year, the DoS for this intersection is anticipated to exceed 1.0. Given that the proposed development is expected to have a minimal impact on traffic operations during the opening year, the deterioration of intersection performance can be attributed to the background traffic growth in the future.

Overall comparing the results of the “with” and “without” development traffic, the analysis shows that the overall impact of the proposed development on the intersection performance is minimal, and the deterioration can be attributed to the background traffic growth.

6.7.3 West Coast Highway / Proposed Access

The SIDRA layout for this intersection is illustrated in **Figure 6-10** and the analysis results for the West Coast Highway/Proposed Access intersection are summarised in **Table 6-16** and **Table 6-17**.



Figure 6-10. West Coast Highway/ Access Road SIDRA Layout

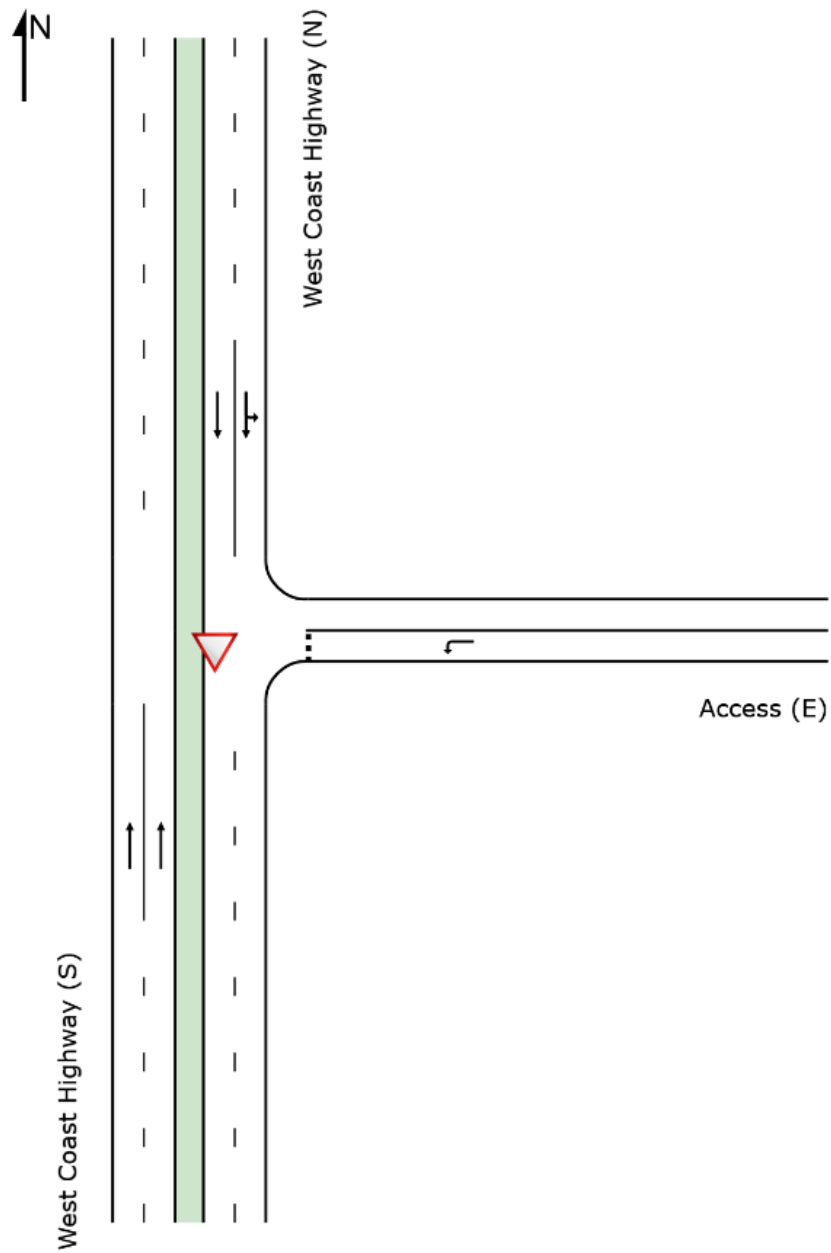


Table 6-16. Scenario 3 – West Coast Highway/ Proposed Access

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Highway (S)	T	0.366	0.0	A	0.0	0.623	0.1	A	0.0
East: Access (E)	L	0.258	17.6	C	6.4	0.074	9.2	A	1.8
North: West Coast Highway (N)	L	0.571	5.4	A	0.0	0.41	5.4	A	0.0
	T	0.571	0.1	A	0.0	0.41	0.0	A	0.0
All Vehicles		0.571	0.4	N/A	6.4	0.623	0.3	N/A	1.8

Table 6-17. SIDRA Results – Scenario 5 – West Coast Highway/ Proposed Access

Intersection Approach		AM Peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: West Coast Highway (S)	T	0.449	0.0	A	0.0	0.767	0.2	A	0.0
East: Access (E)	L	0.396	28.0	D	9.8	0.090	10.8	B	2.2
North: West Coast Highway (N)	L	0.655	5.4	A	0.0	0.468	5.4	A	0.0
	T	0.655	0.1	A	0.0	0.468	0.0	A	0.0
All Vehicles		0.655	0.6	N/A	9.8	0.767	0.3	N/A	2.2

The results show that the proposed access intersection is anticipated to operate at an acceptable level of service for the opening year as well as the 2037 design year.

6.7.4 Summary of SIDRA Analysis

The analysis of the two signalised intersections on West Coast Highway suggests that peak hour congestion is caused by the high volume of existing and background traffic. Comparing the traffic analysis scenarios for the “with” and “without” development shows that the proposed development would have a minimal impact on the surrounding road network, and it would not necessitate any road upgrades beyond what is already required for the existing traffic volumes.

Managing the peak period congestion on West Coast Highway and intersecting roads in Scarborough is the responsibility of Main Roads Western Australia at a regional level. It is anticipated that road upgrades or a bypass of West Coast Highway as discussed in **Section 4.1.1** would be necessary in the future to accommodate the projected growth of background traffic through Scarborough and enable it to function as a redevelopment area.



The proposed development aligns with the City of Stirling and Development WA vision of creating a sustainable transport-oriented redevelopment area by co-locating residential development with retail and commercial facilities and providing supermarket facilities within walking distance for a large number of residents.

6.8 Sight Distance Assessment

As previously mentioned, the proposed site access along West Coast Highway will be restricted to left-in and left-out vehicle movements only.

Notwithstanding this, following a review of the development application, Main Roads WA (MRWA) in their letter dated 3 March 2026 stated the following as it relates to the proposed vehicle access point along West Coast Highway...

“MRWA advises that the submitted Transport Impact Assessment (TIA) (Dec 2025, Rev 03) has not considered if upgrades to the proposed vehicle access point on West Coast Highway are required as a result of the proposed development. An amended TIA is required to address the following:

- *Provide an intersection treatment warrant assessment to determine whether an upgrade to the West Coast Highway vehicle access point is required;*
- *Based on the forecast trip generation, consideration should be given to the provision of an auxiliary left-turn lane to safely accommodate movements into the site; and*
- *A sight distance assessment for the proposed access point.”*

In light of the above, an assessment of sight lines at the proposed vehicle access was undertaken. The assessment determines whether the available visibility satisfies the relevant Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections requirements and the Main Roads WA Supplement for sight distance at property accesses.

Specifically, Austroads specifies three key sight-distance parameters for intersections and access points:

- Approach Sight Distance (ASD)
- Safe Intersection Sight Distance (SISD)
- Minimum Gap Sight Distance (MGSD)

These parameters define the minimum visibility required to enable safe vehicle movements into and out of a property access.

The MRWA Supplement further outlines sight distance requirements for property entrances, confirming that accesses must enable drivers to safely assess gaps and enter the traffic stream.

6.8.1 Existing Road Environment

6.8.1.1 Road Classification and Function

West Coast Highway is a major north–south arterial route in Scarborough serving regional traffic and providing access to coastal activity centres. Vehicle speeds, traffic volumes and the strategic function of the corridor require that access points maintain high safety and operational standards.



In addition to the above, there is a bus stop located along the site's frontage which services bus routes 410 (Stirling Station and Scarborough Beach / Karrinyup Station) and 412 (Stirling Station and Karrinyup Station). Bus route 410 operates with a typical service frequency of 40–60 minutes while bus route 412 operates with a typical service frequency of 15–20 minutes depending on the time and day.

It is acknowledged that the sight visibility for exiting vehicles (out from the subject site) will be obstructed at times when a bus is operating in the bus zone. During these times, it is expected that drivers will either wait for the bus to leave the bus zone before proceeding to exit the subject site in a safe manner (as per the existing arrangement). This arrangement is not uncommon and is considered acceptable from a transport engineering perspective.

6.8.1.2 Operating Speed Environment

West Coast Highway has a posted speed limit of 60km/h in the vicinity of the subject site. Based on this, the following speed-based sight-distance requirements are able to be derived from the Austroads stopping sight distance and intersection sight-distance frameworks. These guidelines provide speed-related sight-distance values and methodologies for evaluation.

6.8.2 Sight-Distance Requirements

6.8.2.1 Austroads Sight-Distance Framework

Austroads Part 4A defines the following:

- ASD: Distance needed for a driver on the major road to perceive and react to a turning or crossing vehicle.
- SISD: Distance required for a driver on the minor approach (access) to safely enter or cross the major road (i.e. West Coast Highway).
- MGSD: Distance required for gap selection at driveways or low-speed private accesses.

6.8.2.2 MRWA Guidance for Property Entrances

The MRWA Supplement emphasises:

- Adequate sight distance must be available for drivers exiting a property entrance to judge gaps safely.
- Where minimum sight distance cannot be achieved due to curvature, gradients or obstacles, additional engineering or traffic-control measures may be required.

6.8.2.3 Assessment Methodology

The sight-lines assessment follows the MRWA and Austroads processes, as follows:

- Identify driver eye height and object height in accordance with Austroads (typically 1.05 m driver eye height; 1.25 m object height for vehicles).
- Set back the driver position at the access point consistent with intersection sight-distance methodology (typically 5 m–6 m from edge line).
- Measure the visible distance to the north along West Coast Highway (as the site access will permit left-in and left-out vehicle movements only).



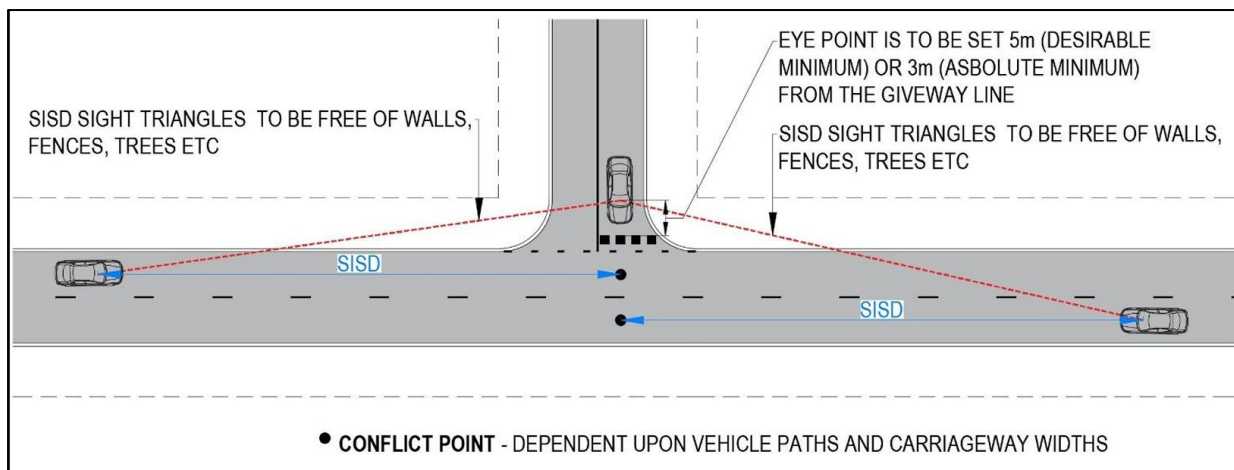
- Compare available sight distance with SISD and MGSD values applicable to the operating speed.

6.8.2.4 Proposed Access Sight Distance to the Southbound Approach

The SISD uses Stopping Sight Distance (SSD) as a base component. Based on a reaction time of 2.0 seconds and a posted speed limit of 60km/h, a SSD of approximately 74m is required at the proposed access. A desktop review of the proposed access point indicates that a sight distance of approximately 420m is available for vehicles exiting the access point, looking north along West Coast Highway which exceeds the minimum requirements.

A diagrammatical representation of the required and available sight distance is shown below in Figure 6-11, noting the vehicle access point will be restricted to left in and left out vehicle movements only.

Figure 6-11. Sight Distance at Proposed Access



6.8.2.5 Summary

Based on the sight-distance criteria defined in Austroads Guide to Road Design Part 4A and the MRWA Supplement, the proposed access at 200 West Coast Highway is compliant noting the following:

- The available sight distance in both directions meets or exceeds SSD for the operating speed environment.
- At times when the bus zone is unoccupied, there are no obstructions within the sight triangles.
- The location of the bus stop relative to the access point is not a concern from a transport engineering perspective given the infrequent service and relatively slow speed urban environment.
- The access geometry maintains appropriate approach alignment and driver positioning consistent with Austroads methodology.



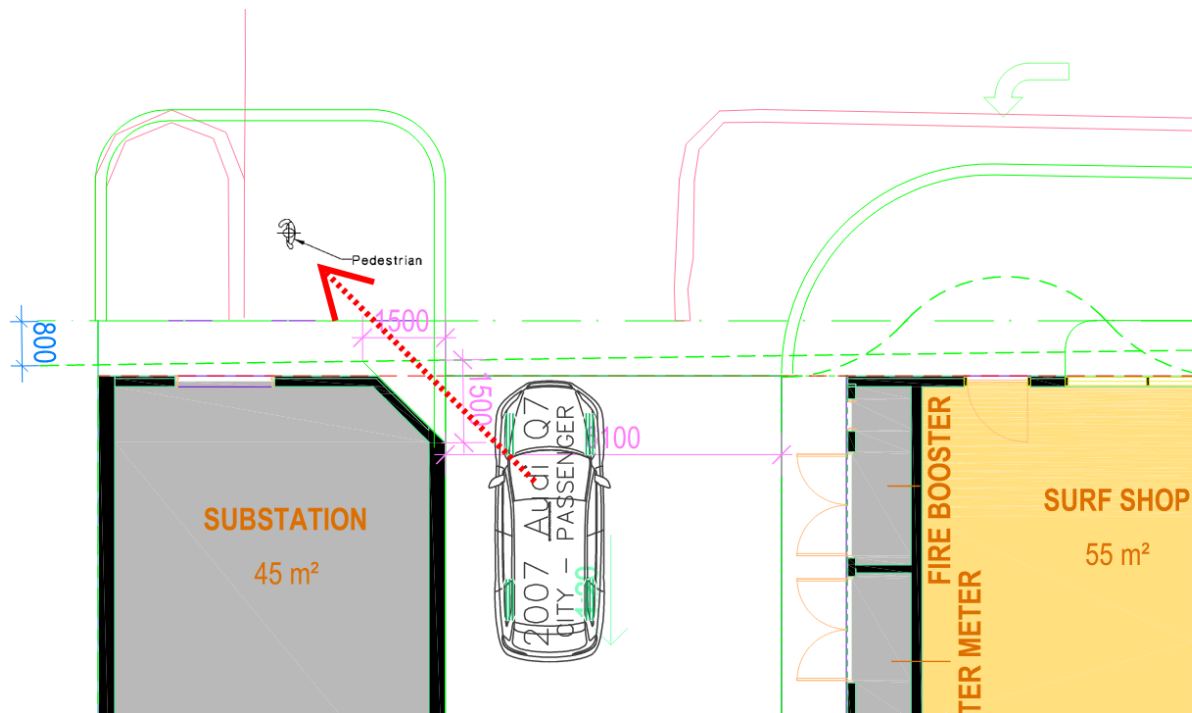
6.8.3 Pedestrian Sight Lines

The proposed access driveway has incorporated a 1.5 m × 1.5 m truncation on the southern side of the driveway access adjacent to the proposed substation which is consistent with the design provisions and built form outcomes in accordance with the R-Codes Volume 2, as illustrated in **Figure 6-12**. However, the truncation does not meet the 2.5m x 2.5m as prescribed by AS2890.1.

To further mitigate the potential pedestrian safety risks its recommended that traffic management measures be considered at the proposed access to the subject site. These measures could include convex mirrors, warning signage and flashing lights or buzzers on buildings/structures where appropriate. The specific level of detail is typically not addressed at this planning stage and will be confirmed during the detailed design stage.

Therefore, collectively, the combination of the 1.5m truncation and the proposed traffic management treatments is expected to provide an acceptable level of safety for pedestrians and minimise the potential for vehicle-pedestrian conflicts at the site access.

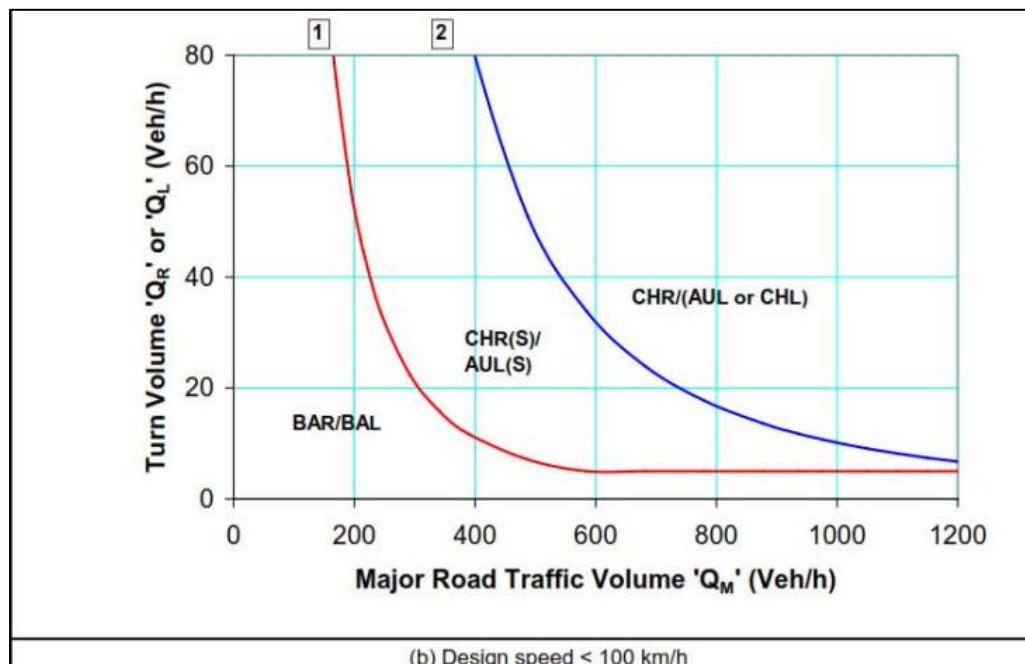
Figure 6-12 Truncation at the access for Pedestrian Sight Lines



6.9 Turn Lane Warrants

Reference has been made to Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections to determine whether a left turn treatment is required at the proposed site access point under post development conditions. The warrants for turn lanes outlined in the Guide consider the requirements for basic, auxiliary lane and channelised layouts. The warrants provide guidance on where a full-length deceleration lane must be used and where a shorter lane, designated AUL(S) and CHL(S), may be acceptable based on traffic volumes. This is shown in **Figure 6-13**.

Figure 6-13: Warrants for Turn Treatments on the Major Road at Unsignalised Intersections



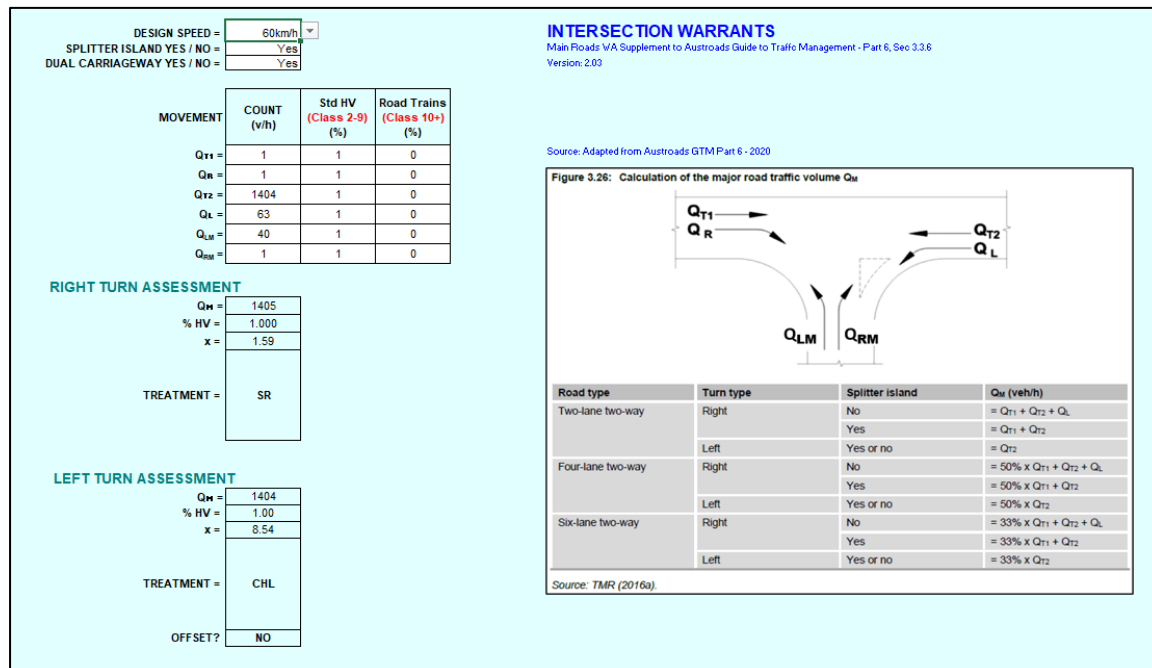
Further to the above, an intersection warrant assessment has been undertaken against the MRWA Supplement to Austroads Guide to Traffic Management – Part 6, Section 3.3.6. A screenshot of the intersection assessment is shown below in **Figure 6-14**.



Proposed Residential Development 200 West Coast Highway, Scarborough

6 Analysis of Transport Network

Figure 6-14: MRWA Intersection Assessment



The assessment also indicates that there is a need to provide a channelised left turn treatment at the proposed access. However, based on the traffic analysis, consideration of the surrounding urban environment, existing and forecast post development traffic volumes for 2027, roadway geometry constraints, and the proposed left in, left out access arrangement, provision of a left turn pocket should be considered. The proposed left turn pocket would comprise a 75 m deceleration lane, including a 23.0 m taper and a 35.0 m bus bay.

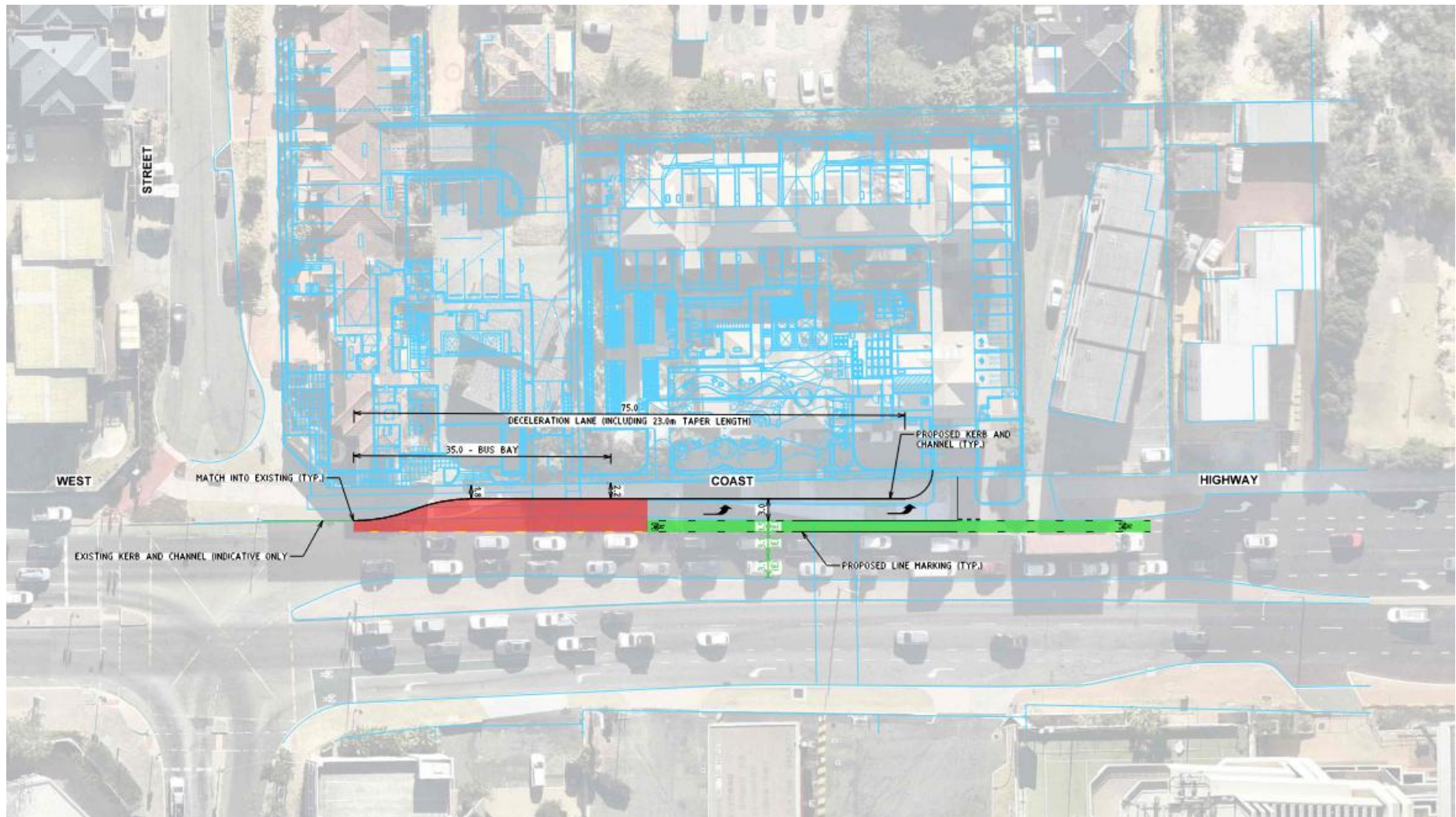
A concept layout plan has been prepared to show the provision of a left turn pocket at the proposed site access location with a 75m deceleration lane including a 23.0m taper length and 35.0m bus bay.

To maintain the footpath within the vicinity of the site, the turning lane is proposed to be 3m wide with a 4.5m wide bus embayment as shown below in **Figure 6-14** with a full-scale diagram available in Appendix E for reference.



Proposed Residential Development 200 West Coast Highway, Scarborough
6 Analysis of Transport Network

Figure 6-15: Left Turn Pocket at the Proposed Access Point

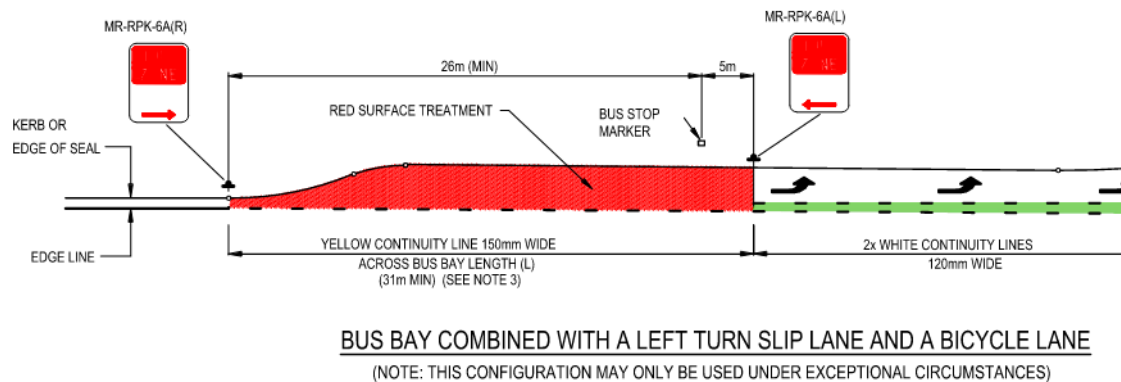


6.10 Existing Bus Stop and Embayment

The current bus embayment currently extends in front of an existing left-in crossover into the subject site which currently provides access to short-term drop-off and visitor parking and therefore would have high turnover rates.

As a result of the deceleration left turn lane previously mentioned in section 6.9, the existing bus stop and bus embayment will be required to be relocated approximately 10m north of its current position. This is to satisfy the requirements of Main Roads WA as illustrated in **Figure 6-16**.

Figure 6-16 Extract of Main Roads WA requirements as shown in MRWA DR 200331-0092-9



Source: MRWA

The relocated bus embayment will be located in front of an existing left-in/left-out crossover at 194 West Coast Highway, Scarborough. As this crossover currently serves only two dwellings, vehicle volumes are expected to be low.

It has been advised by Rowe Group that the approved redevelopment of 194 West Coast Highway includes a new left-in/left-out crossover approximately 10m south of the existing crossover. This crossover is intended to serve service vehicles associated with the commercial tenancies and is expected to accommodate very low traffic volumes, and Rowe Group have confirmed that the approved TIA estimates approximately two vehicle movements per day. Given the low frequency of vehicle movements, conflicts between vehicles and buses are expected to be low.

In addition, the proposed development is not expected to generate queues that would extend to West Coast Highway and impact bus operations. Accordingly, the relocation of the bus embayment is considered acceptable.



7 Summary

This Transport Impact Assessment outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussions regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following is concluded for the proposed development:

- The Site has excellent access to public transport facilities with several high frequency services located within close proximity to the Site including bus routes 410 and 412.
- Walking and cycling facilities within the surrounding area of the Site is considered to be excellent with many high-quality paths available providing good connectivity with the surrounds.
- The proposed development is to replace the existing Tide development and is expected to generate approximately 92 vehicles during the AM peak hour and 103 vehicles during the PM peak hour. Since the proposed Site is located in close proximity to excellent public transport services and cycling facilities, it is anticipated that the vehicular trips would potentially be overestimated, and these volumes are unlikely to have any significant impact on the local road network.
- The SIDRA analysis shows that the existing signalised intersections on West Coast Highway are currently operating at or in excess of practical capacity during the weekday peak hour periods and will deteriorate further as background traffic increases in the future. The traffic generated by the development has a minimal impact on the performance of these intersections and does not warrant any upgrades beyond those already required to accommodate the existing and background traffic growth.
- Based on the sight-distance criteria defined in Austroads Guide to Road Design Part 4A and the MRWA Supplement, the proposed access at 200 West Coast Highway is compliant noting the following:
 - » The available sight distance in both directions meets or exceeds SSD for the operating speed environment.
 - » At times when the bus zone is unoccupied, there are no obstructions within the sight triangles.
 - » The location of the bus stop relative to the access point is not a concern from a transport engineering perspective given the infrequent service and relatively slow speed urban environment.
 - » The access geometry maintains appropriate approach alignment and driver positioning consistent with Austroads methodology.
- An intersection warrant assessment has been undertaken against the MRWA Supplement to Austroads Guide to Traffic Management – Part 6, Section 3.3.6. The assessment indicates that a channelised left turn treatment at the proposed access is required. However, based on the traffic analysis, consideration of the surrounding urban environment, existing and forecast post development traffic volumes for 2027, roadway geometry constraints, and the proposed left in, left out access arrangement, provision of a left turn pocket should be considered.

Overall, the proposed development is expected to have minimal impact on traffic operations and safety on the surrounding road network.





Appendices



Appendix A WAPC Checklist

Item	Section	Comments/Proposals
Introduction/Background	Section 1	
Name of applicant and consultant	Section 1	
Development location and context	Section 2	
Key issues	N/A	
Background information	Section 1	
Existing situation		
existing site uses (if any)	Section 2	
existing parking and demand (if appropriate)	Section 2	
existing access arrangements	Section 2	
existing site traffic	Section 2	
surrounding land uses	Section 2	
surrounding road network	Section 2	
traffic management on frontage roads	Section 2	
traffic flows on surrounding roads (usually AM and PM peak hours)	Section 2	
traffic flows at major intersections (usually AM and PM peak hours)	Section 6	
operation of surrounding intersections	Section 6	
existing pedestrian/cycle networks	Section 2	
existing public transport services surrounding the development	Section 2	
crash data	Section 2	
Development proposal		
regional context	Section 3	
proposed land uses	Section 3	
table of land uses and quantities	Section 3	
access arrangements	Section 3	
parking provision	Section 3	
end of trip facilities	Section 3	
any specific issues	Section 6	
road network	Section 4	
intersection layout and controls	Section 6	
pedestrian/cycle network and crossing facilities	Section 4	
public transport services	Section 4	
Integration with surrounding area	Section 5	
surrounding major attractors/generators	Section 5	
committed developments and transport proposals	Section 4	
proposed changes to land uses within 1200 metres	N/A	
travel desire lines from development to these attractors/generators	N/A	
adequacy of existing transport networks	N/A	
deficiencies in existing transport networks	N/A	
remedial measures to address deficiencies	N/A	
Analysis of transport networks		
assessment years	Section 6	
time periods	Section 6	



Appendix A WAPC Checklist

development generated traffic	Section 6
distribution of generated traffic	Section 6
parking supply & demand	Section 3
base and "with development" traffic flows	Section 6
analysis of development accesses	Section 6
impact on surrounding roads	Section 6
impact on intersections	Section 6
impact on neighbouring areas	Section 6
road safety	N/A
public transport access	N/A
pedestrian access / amenity	N/A
cycle access / amenity	N/A
analysis of pedestrian / cycle networks	N/A
safe walk/cycle to school (for residential and school site developments only)	N/A
Traffic management plan (where appropriate)	N/A

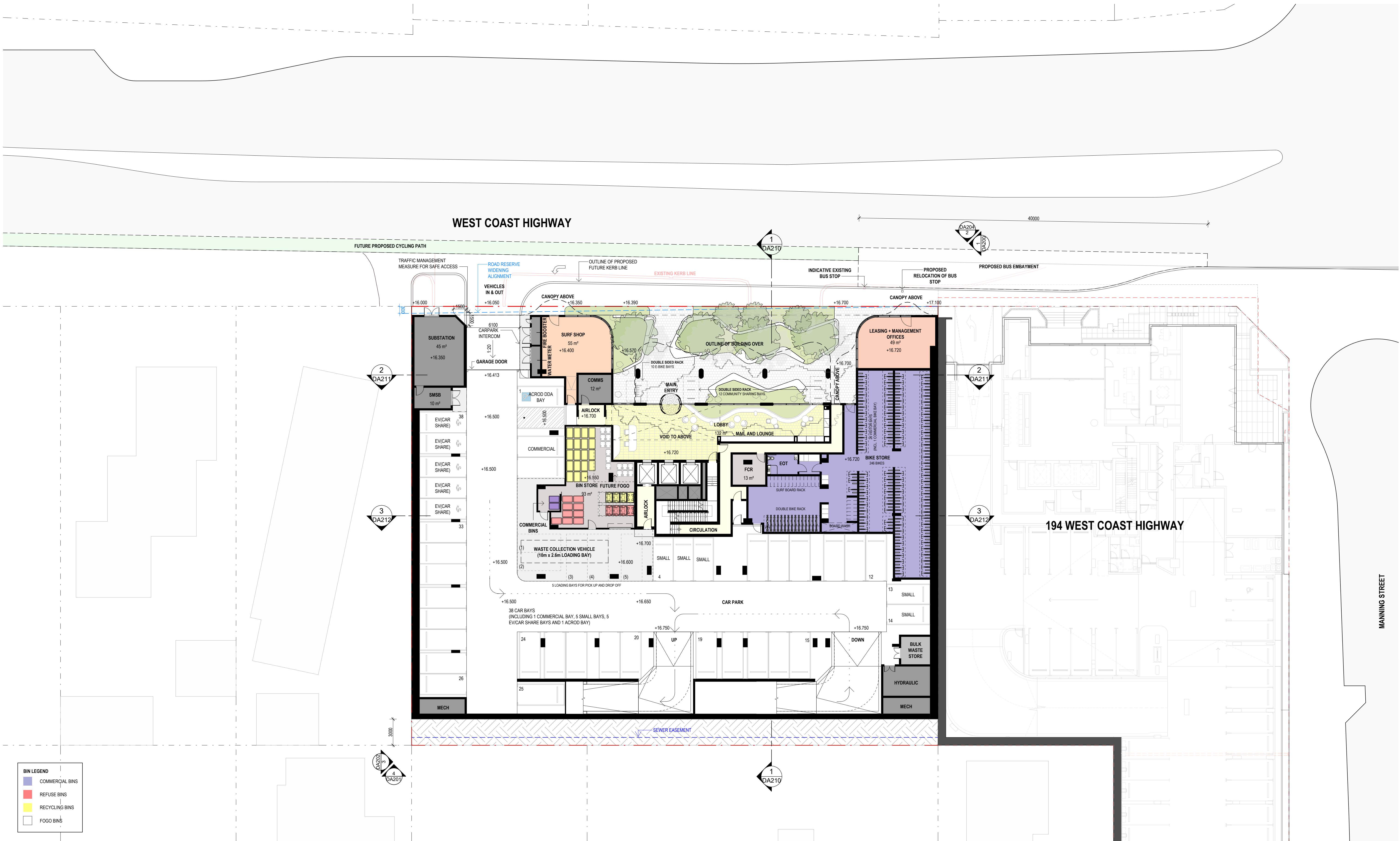




Appendix B

Proposed Development Plans





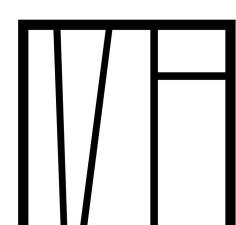
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A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
B	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		

ARCHITECT
BOORLOO / PERTH
Whispering Willows Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

Plus Architecture Western Australia Pty Ltd
ABN 62 618 393 338
plusstudio.co
200 West Coast Highway, Scarborough
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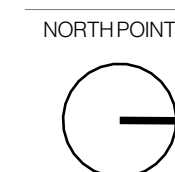
MEADPOINT

CLIENT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
GROUND FLOOR PLAN

DEVELOPMENT APPLICATION



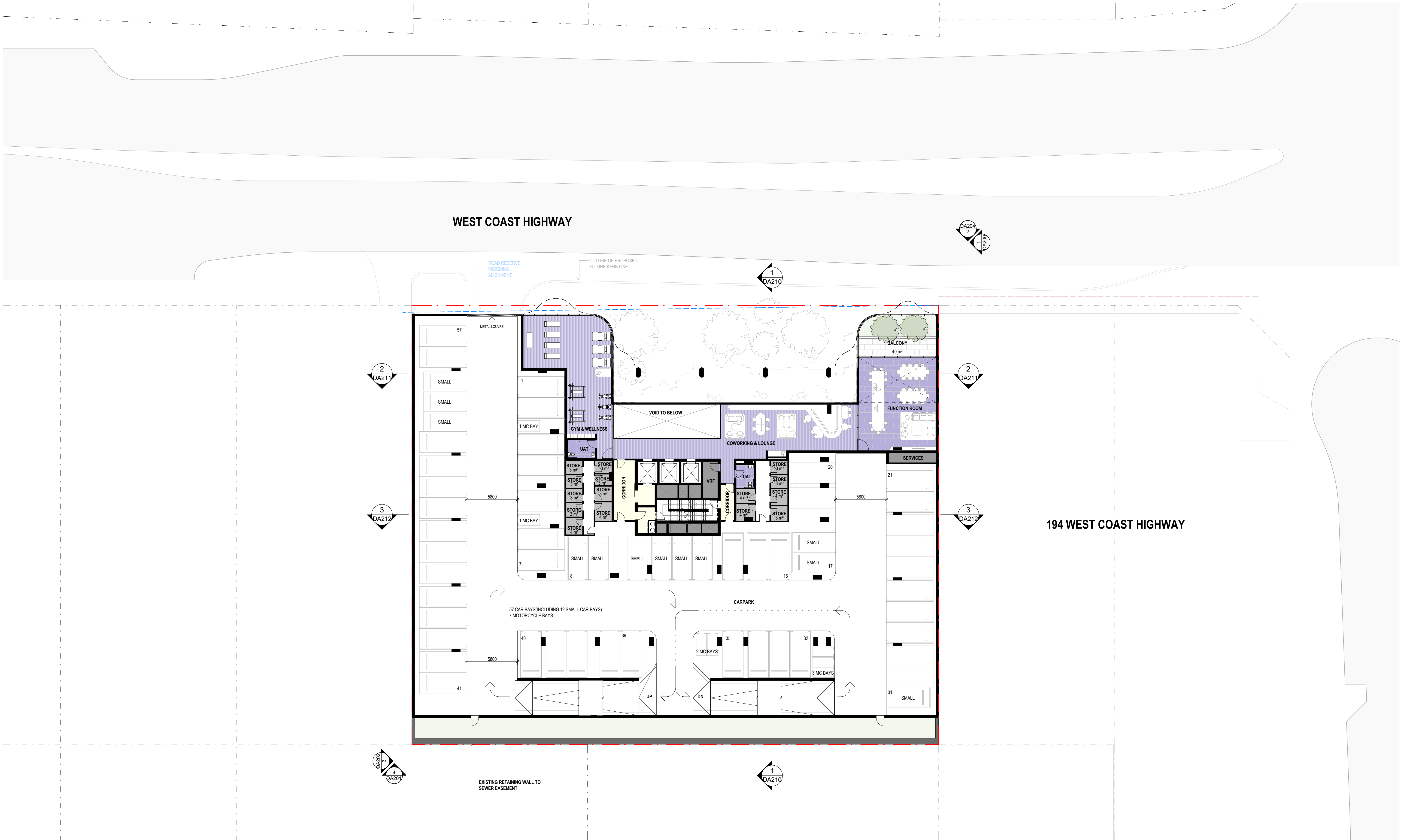
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DA
REVISION
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B	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		

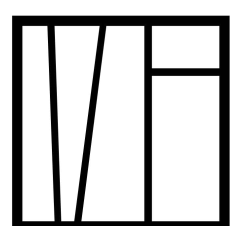
ARCHITECT
BOORLOO / PERTH
Whale & Nyrong Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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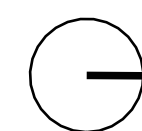
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

LEVEL 01 PLAN

DEVELOPMENT APPLICATION

NORTH POINT



SCALE

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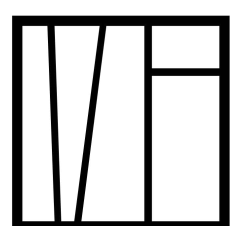
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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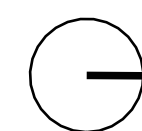
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

LEVEL 02 PLAN

DEVELOPMENT APPLICATION

NORTH POINT



SCALE

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PROJECT NUMBER

80368

DRAWING NUMBER

DA102

STAGE

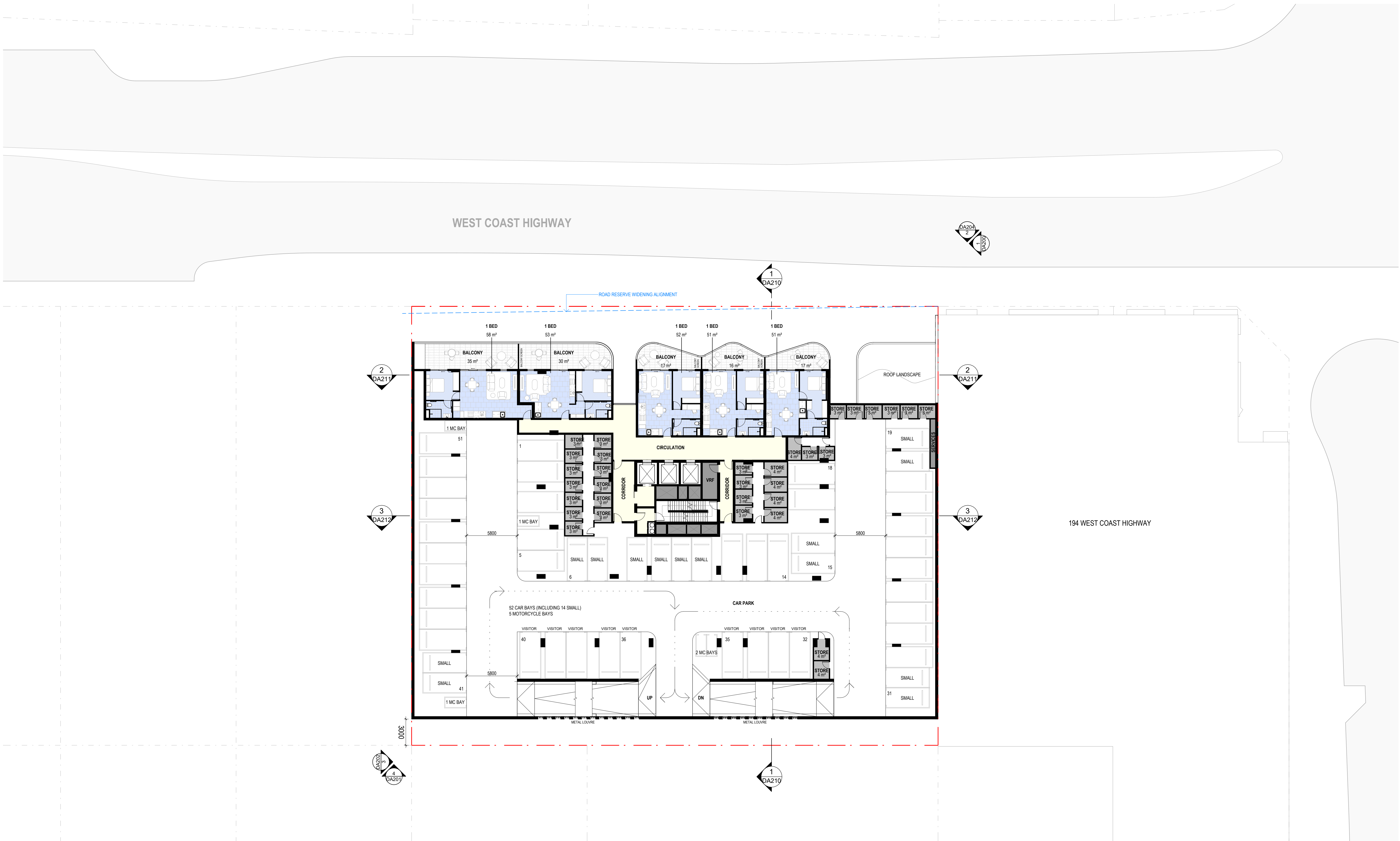
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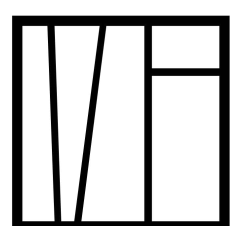
ARCHITECT
BOORLOO / PERTH
Whitaker Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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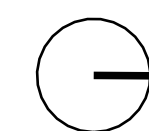
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

LEVEL 03 PLAN

DEVELOPMENT APPLICATION

NORTH POINT



SCALE

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PROJECT NUMBER

80368

DRAWING NUMBER

DA103

STAGE

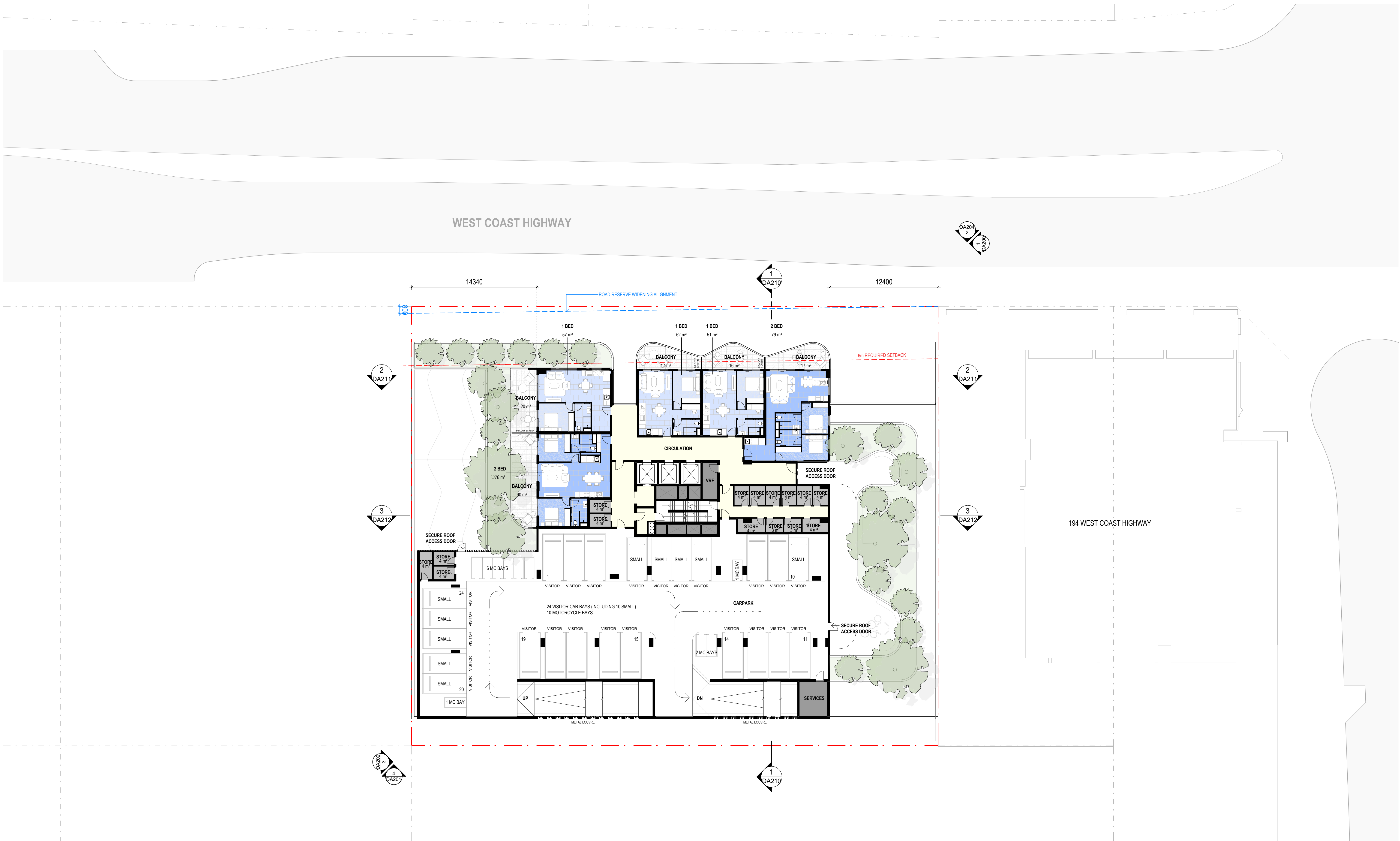
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B	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		

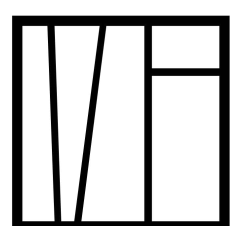
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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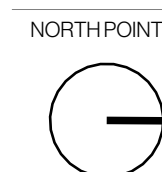
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PROJECT TITLE
THE TIDE

200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LEVEL 04 PLAN

DEVELOPMENT APPLICATION



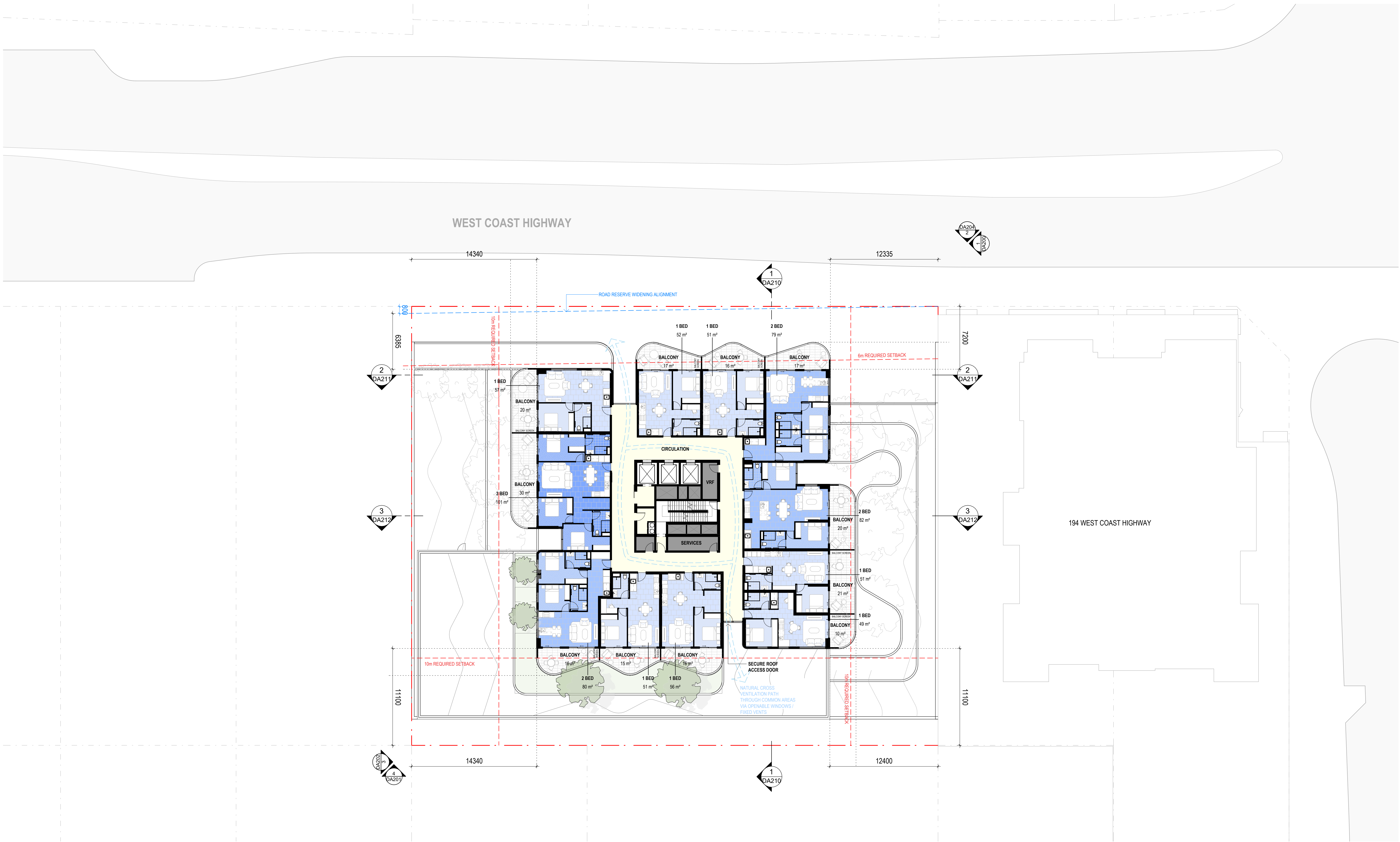
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80368
DRAWING NUMBER
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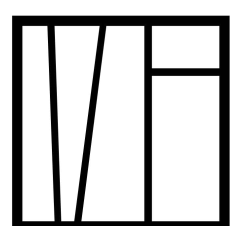
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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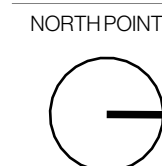


MEADPOINT

PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
LEVEL 05 PLAN

DEVELOPMENT APPLICATION



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PROJECT NUMBER
80368
DRAWING NUMBER
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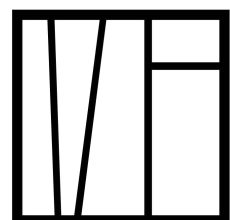
ARCHITECT
BOORLOO / PERTH
Whalea Nyongee Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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PROJECT TITLE
THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
TYPICAL LEVELS (06-25) PLAN

DEVELOPMENT APPLICATION



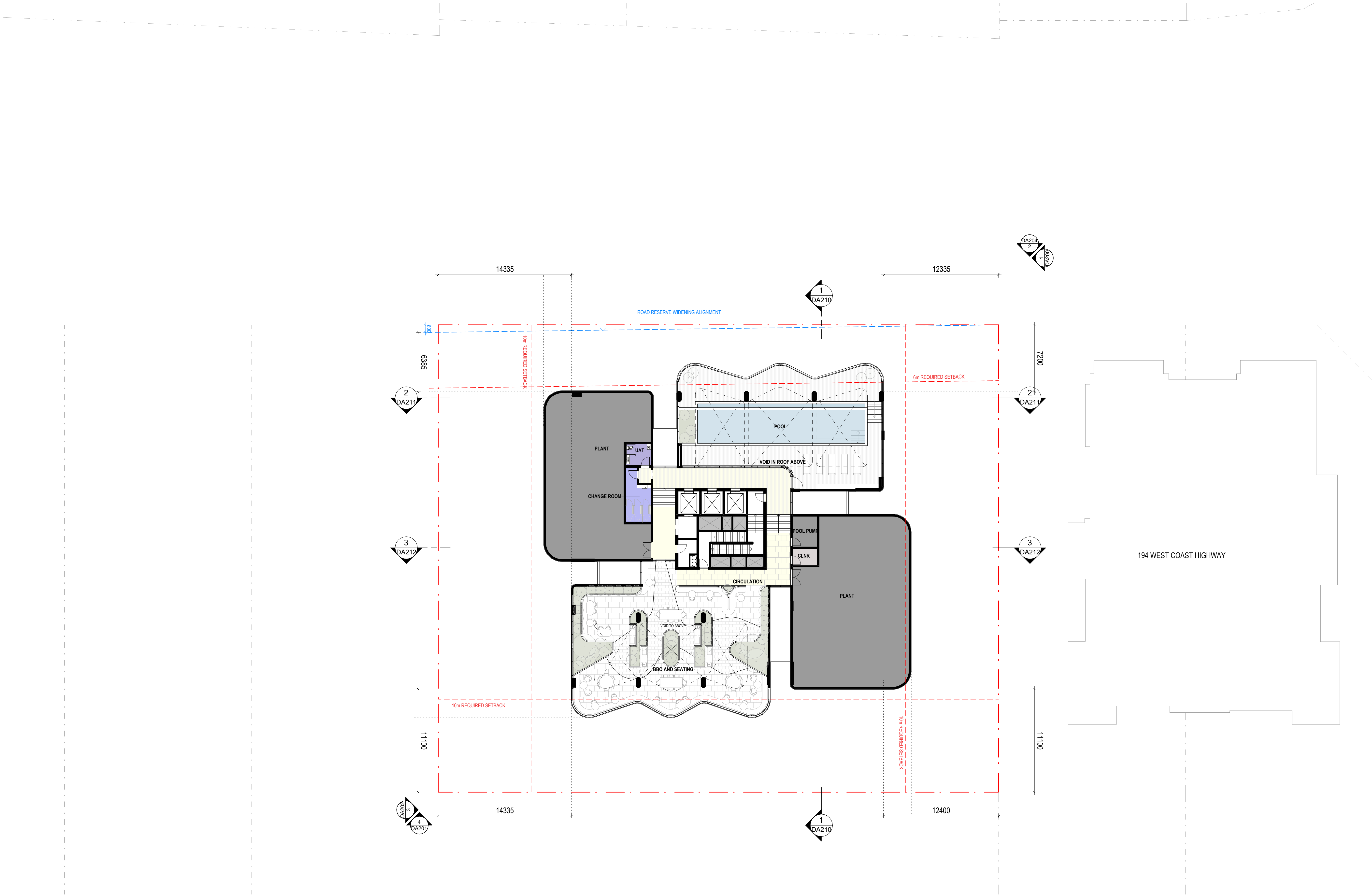
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PROJECT NUMBER
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DRAWING NUMBER
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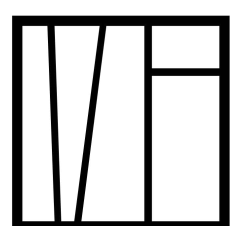
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BOORLOO / PERTH
Whale & Nyrong Country
Ground Floor, 100 Basilford Street
Perth WA 6000
Australia
+61 8 6500 6490
perth@plusstudio.co

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THE TIDE
200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE
ROOFTOP AMENITIES PLAN

DEVELOPMENT APPLICATION



SCALE
1:200 @ A1 Size
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PROJECT NUMBER
80368
DRAWING NUMBER
DA107

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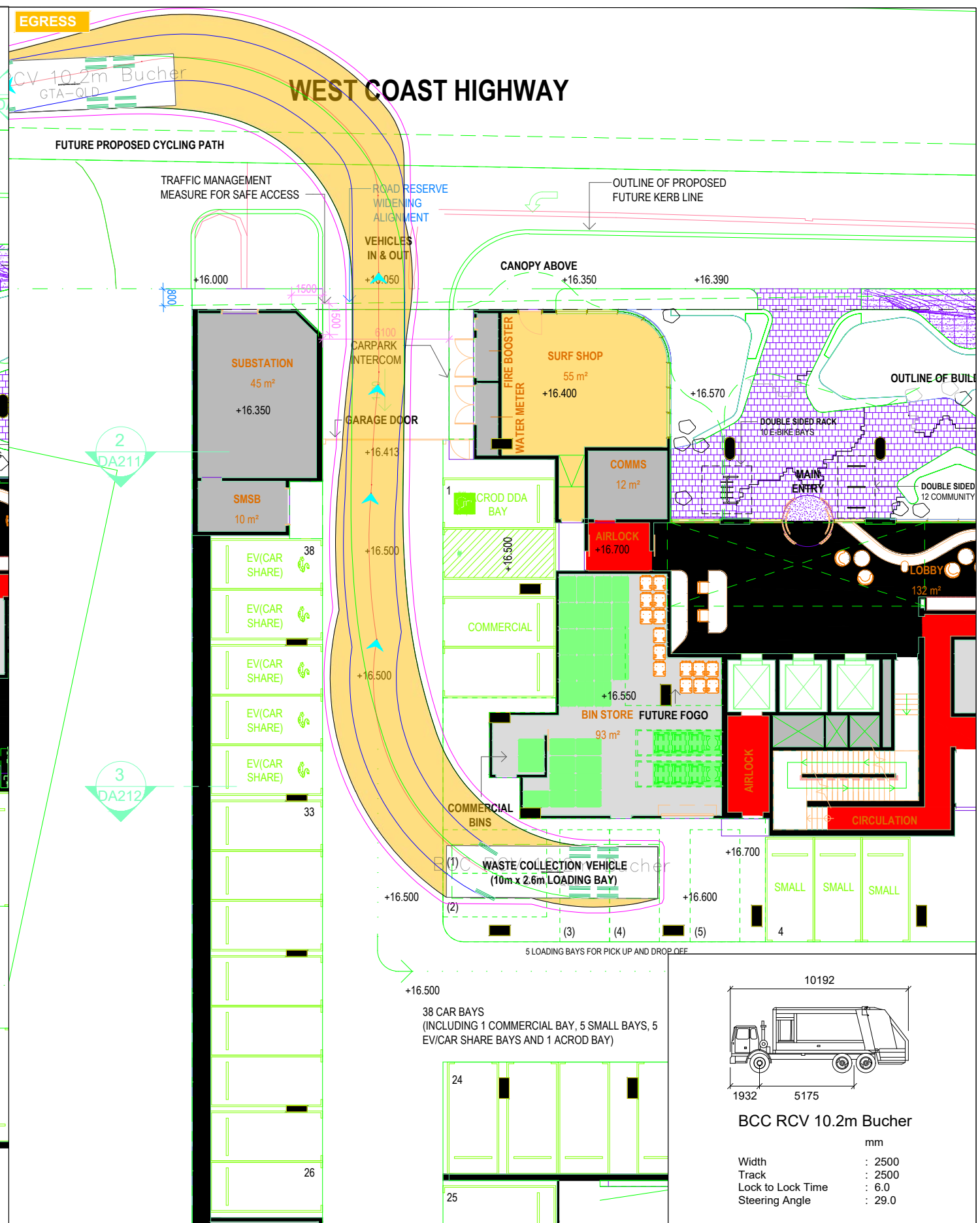
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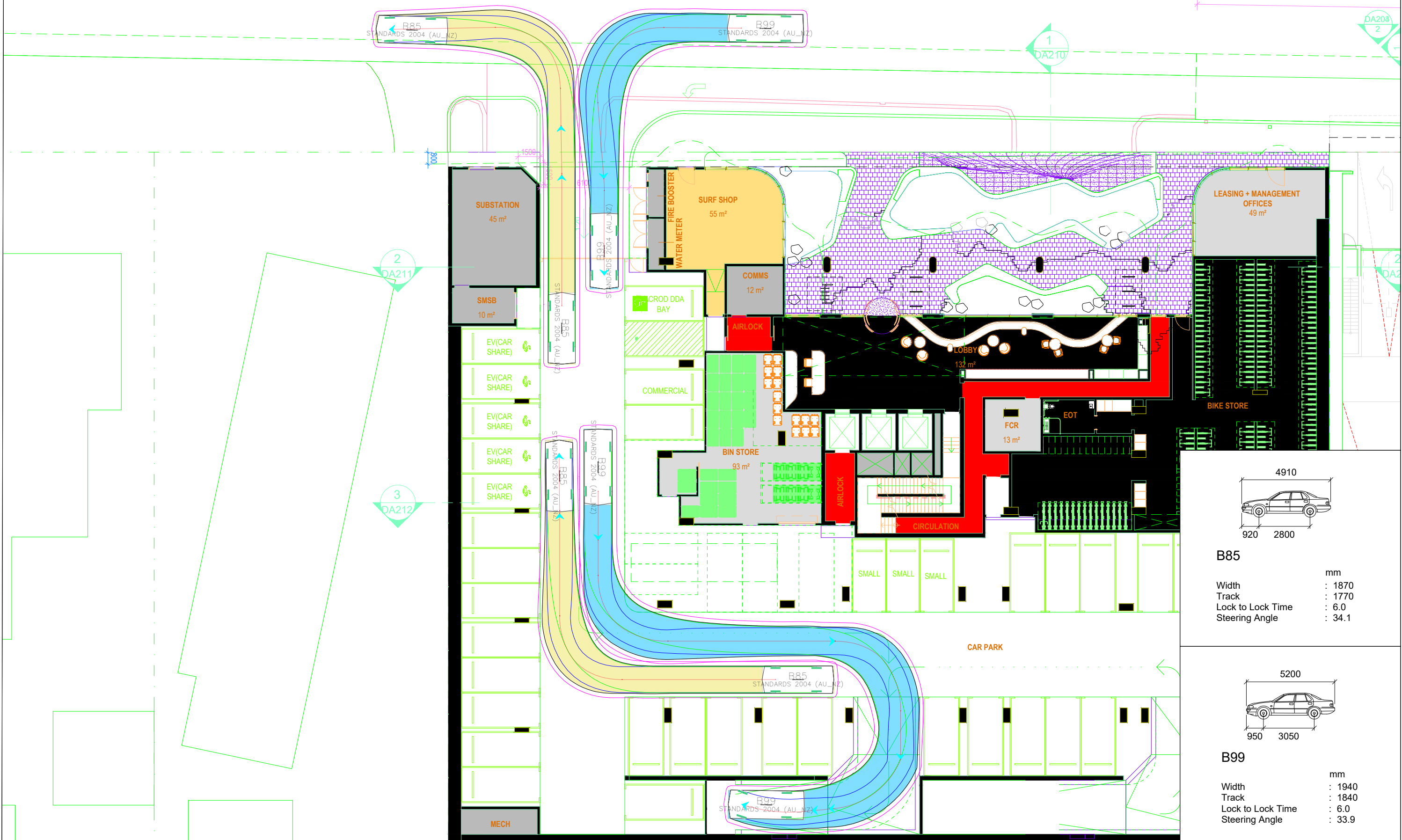
Appendix C

Swept Path Analysis





Status			
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		Scale N.T.S	Size A3
Drawing Number 300305975-001			Revision 8



Rev	Date	Description	Des.	Verif.	Appd.

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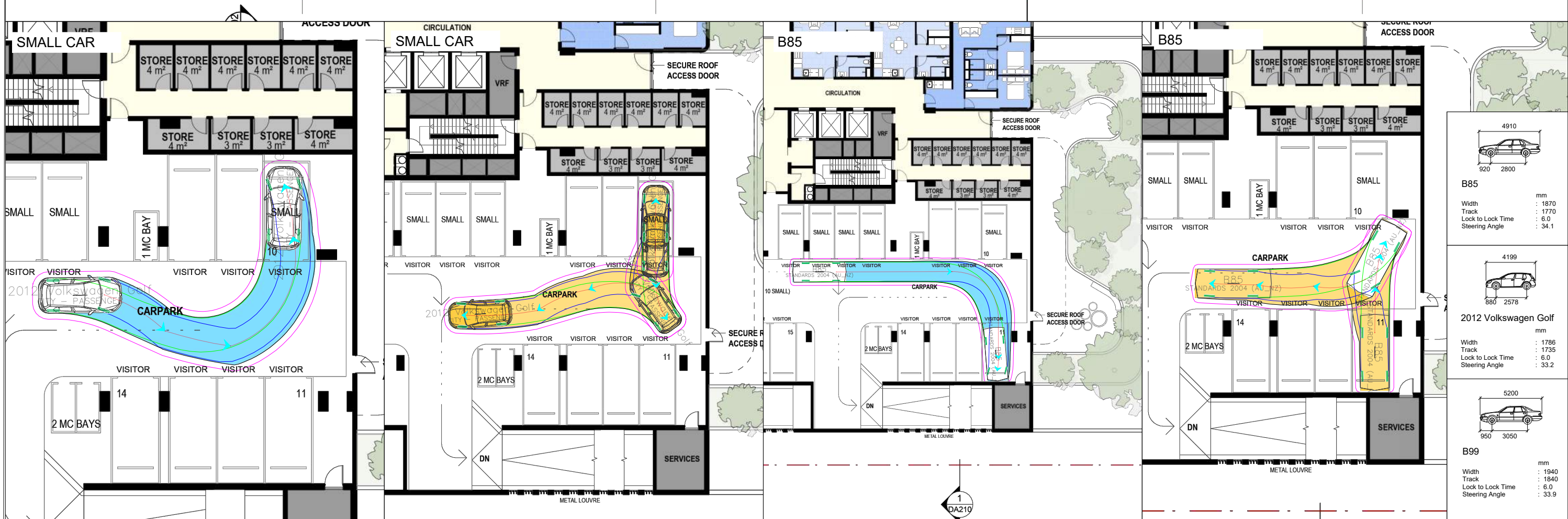
Stantec Australia Pty Ltd | ABN 17 007 820 322
Ground Floor, 226 Adelaide Terrace
Perth WA 6000
Tel: 08 6222 7000
Web: www.stantec.com/au

Drawn SG	28/07/2026	Date
Checked		Date
Designed		Date
Verified		Date
Approved		Date

Client	200W PTY LTD ATF 200W UNIT TRUST
Project	200 WEST COAST HIGHWAY
Title	SWEPT PATH ANALYSIS

Status	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES
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		Scale N.T.S	Size A3
Drawing Number 300305975-002			Revision 8



Rev	Date	Description	Des.	Verif.	Appd.

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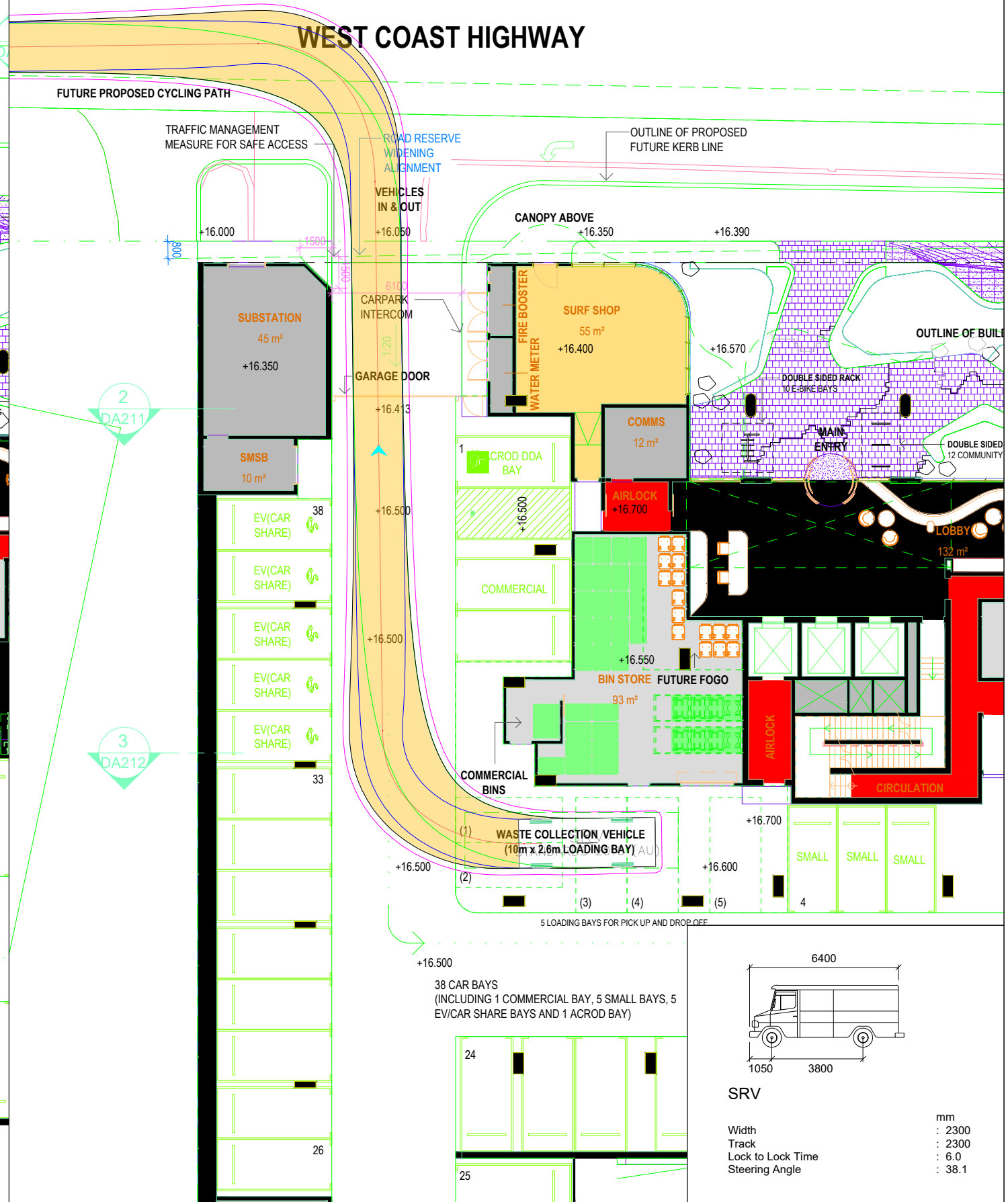
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Drawn SG	Date 28/07/2026
Checked	Date
Designed	Date
Verified	Date
Approved	Date

Client	200W PTY LTD ATF 200W UNIT TRUST
Project	200 WEST COAST HIGHWAY
Title	SWEPT PATH ANALYSIS

Status	FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES
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		Scale N.T.S.	Size A3
Drawing Number 300305975-004			Revision 8



Status FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES			
		Scale N.T.S	Size A3
Drawing Number 300305975-005			Revision 8



Appendix D

SIDRA results



MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St AM (2025) (Site Folder: Existing - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 210 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]					
			veh/h	%	veh/h	%	v/c	sec			m				km/h	
South: West Coast Hwy (S)																
1	L2	All MCs	40	0.0	40	0.0	* 0.215	105.2	LOS F	3.8	27.9	0.96	0.74	0.96	9.7	
2	T1	All MCs	1220	5.0	1220	5.0	0.500	22.4	LOS C	31.5	243.7	0.56	0.51	0.56	33.7	
Approach			1260	4.8	1260	4.8	0.500	25.0	LOS C	31.5	243.7	0.57	0.52	0.57	31.6	
North: West Coast Hwy (N)																
8	T1	All MCs	2034	3.0	2034	3.0	* 0.642	6.7	LOS A	35.1	265.8	0.38	0.34	0.38	48.6	
9	R2	All MCs	118	4.0	118	4.0	0.490	74.1	LOS E	9.3	71.2	0.97	0.79	0.97	11.2	
Approach			2152	3.1	2152	3.1	0.642	10.4	LOS B	35.1	265.8	0.41	0.37	0.41	43.0	
West: Manning Street																
10	L2	All MCs	41	8.0	41	8.0	0.175	63.7	LOS E	3.1	24.5	0.92	0.72	0.92	11.4	
12	R2	All MCs	17	0.0	17	0.0	0.091	93.9	LOS F	1.6	11.5	0.94	0.68	0.94	10.0	
Approach			58	5.7	58	5.7	0.175	72.5	LOS E	3.1	24.5	0.93	0.71	0.93	10.9	
All Vehicles			3469	3.7	3469	3.7	0.642	16.8	LOS B	35.1	265.8	0.48	0.43	0.48	36.8	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St PM (2025) (Site Folder: Existing - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: West Coast Hwy (S)															
1	L2	All MCs	46	2.0	46	2.0	0.243	111.5	LOS F	4.2	31.7	0.96	0.75	0.96	10.0
2	T1	All MCs	2199	2.0	2199	2.0	* 0.837	31.4	LOS C	78.0	585.1	0.80	0.73	0.80	30.9
Approach			2245	2.0	2245	2.0	0.837	33.0	LOS C	78.0	585.1	0.80	0.73	0.80	29.8
North: West Coast Hwy (N)															
8	T1	All MCs	1389	2.0	1389	2.0	0.431	4.4	LOS A	16.9	126.7	0.28	0.26	0.28	51.1
9	R2	All MCs	176	0.0	176	0.0	* 0.831	106.7	LOS F	17.9	131.9	1.00	0.90	1.13	8.1
Approach			1565	1.8	1565	1.8	0.831	15.9	LOS B	17.9	131.9	0.36	0.33	0.37	35.7
West: Manning Street															
10	L2	All MCs	105	5.0	105	5.0	0.516	93.7	LOS F	9.9	76.4	0.99	0.79	0.99	8.6
12	R2	All MCs	48	0.0	48	0.0	* 0.251	91.8	LOS F	4.4	32.5	0.96	0.74	0.96	10.2
Approach			154	3.4	154	3.4	0.516	93.1	LOS F	9.9	76.4	0.98	0.77	0.98	9.1
All Vehicles			3964	2.0	3964	2.0	0.837	28.6	LOS C	78.0	585.1	0.64	0.57	0.64	29.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd AM (2025) (Site Folder: Existing - AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 209 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Queue	Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: West Coast Hwy															
1	L2	All MCs	18	18.0	18	18.0	0.020	52.5	LOS D	0.5	4.0	0.43	0.64	0.43	25.7
2	T1	All MCs	932	6.0	932	6.0	0.493	46.2	LOS D	29.2	228.3	0.67	0.60	0.67	27.3
3	R2	All MCs	72	1.0	72	1.0	*0.924	143.7	LOS F	8.3	61.4	1.00	0.96	1.37	9.2
Approach			1022	5.9	1022	5.9	0.924	53.1	LOS D	29.2	228.3	0.69	0.63	0.72	24.1
East: Scarborough Beach Rd															
4	L2	All MCs	165	1.0	165	1.0	0.755	89.7	LOS F	12.0	89.2	1.00	1.02	1.06	15.6
5	T1	All MCs	105	17.0	105	17.0	*0.947	146.6	LOS F	12.4	107.5	1.00	1.18	1.38	6.4
6	R2	All MCs	223	5.0	223	5.0	0.790	113.5	LOS F	11.8	91.1	1.00	0.88	1.13	11.2
Approach			493	6.2	493	6.2	0.947	112.6	LOS F	12.4	107.5	1.00	0.99	1.16	11.1
North: West Coast Hwy															
7	L2	All MCs	103	4.0	103	4.0	0.722	144.2	LOS F	10.7	81.6	1.00	0.84	1.07	11.3
8	T1	All MCs	1816	3.0	1816	3.0	*0.951	95.9	LOS F	95.8	725.8	1.00	1.00	1.07	17.8
9	R2	All MCs	30	36.0	30	36.0	0.529	150.4	LOS F	3.2	32.4	1.00	0.76	1.01	7.1
Approach			1949	3.6	1949	3.6	0.951	99.3	LOS F	95.8	725.8	1.00	0.99	1.07	17.0
West: Scarborough Beach Rd															
10	L2	All MCs	43	34.0	43	34.0	0.834	68.9	LOS E	6.8	64.6	1.00	0.93	1.23	9.3
11	T1	All MCs	74	19.0	74	19.0	*0.834	111.7	LOS F	6.8	62.3	1.00	0.96	1.24	7.6
12	R2	All MCs	20	32.0	20	32.0	0.834	119.5	LOS F	6.8	62.3	1.00	0.98	1.25	6.3
Approach			137	25.6	137	25.6	0.834	99.4	LOS F	6.8	64.6	1.00	0.96	1.24	7.9
All Vehicles			3601	5.4	3601	5.4	0.951	88.0	LOS F	95.8	725.8	0.91	0.89	0.99	16.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

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MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd PM (2025) (Site Folder: Existing - PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy															
1	L2	All MCs	18	35.0	18	35.0	0.024	104.6	LOS F	0.5	4.7	0.47	0.65	0.47	25.5
2	T1	All MCs	1784	2.0	1784	2.0	* 0.912	94.1	LOS F	82.5	619.2	1.00	0.94	1.02	19.7
3	R2	All MCs	70	0.0	70	0.0	0.859	159.6	LOS F	7.5	55.2	1.00	0.91	1.27	9.9
Approach			1872	2.2	1872	2.2	0.912	96.6	LOS F	82.5	619.2	0.99	0.93	1.02	19.1
East: Scarborough Beach Rd															
4	L2	All MCs	110	0.0	110	0.0	0.392	104.2	LOS F	6.6	48.5	0.95	0.78	0.95	18.0
5	T1	All MCs	146	8.0	146	8.0	* 0.922	144.6	LOS F	16.2	129.0	1.00	1.03	1.30	7.2
6	R2	All MCs	292	1.0	292	1.0	0.741	102.8	LOS F	14.4	106.9	1.00	0.86	1.06	12.2
Approach			548	2.7	548	2.7	0.922	114.2	LOS F	16.2	129.0	0.99	0.89	1.10	11.5
North: West Coast Hwy															
7	L2	All MCs	139	0.0	139	0.0	0.698	120.5	LOS F	13.5	99.3	1.00	0.83	1.03	12.2
8	T1	All MCs	1160	1.0	1160	1.0	0.680	61.9	LOS E	43.4	322.5	0.82	0.75	0.82	23.2
9	R2	All MCs	68	9.0	68	9.0	0.916	150.3	LOS F	7.6	60.9	1.00	0.96	1.37	7.2
Approach			1367	1.3	1367	1.3	0.916	72.2	LOS E	43.4	322.5	0.85	0.77	0.87	19.8
West: Scarborough Beach Rd															
10	L2	All MCs	57	11.0	57	11.0	* 0.851	65.7	LOS E	8.9	73.4	1.00	0.92	1.22	10.1
11	T1	All MCs	107	14.0	107	14.0	* 0.851	106.3	LOS F	9.1	76.3	1.00	0.95	1.23	8.1
12	R2	All MCs	24	13.0	24	13.0	0.851	115.6	LOS F	9.1	76.3	1.00	0.98	1.24	6.8
Approach			188	13.0	188	13.0	0.851	95.2	LOS F	9.1	76.3	1.00	0.95	1.23	8.5
All Vehicles			3975	2.5	3975	2.5	0.922	90.6	LOS F	82.5	619.2	0.94	0.87	0.99	17.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St AM (2027) (Site Folder: 2027 Traffic AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 210 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]					
			veh/h	%	veh/h	%	v/c	sec			m					km/h
South: West Coast Hwy (S)																
1	L2	All MCs	42	0.0	42	0.0	* 0.227	109.3	LOS F	4.0	29.4	0.96	0.74	0.96	9.7	
2	T1	All MCs	1272	5.0	1272	5.0	0.555	29.4	LOS C	37.5	289.8	0.64	0.58	0.64	30.2	
Approach			1314	4.8	1314	4.8	0.555	32.0	LOS C	37.5	289.8	0.65	0.59	0.65	28.6	
North: West Coast Hwy (N)																
8	T1	All MCs	2092	3.0	2092	3.0	* 0.662	7.1	LOS A	37.6	284.8	0.39	0.36	0.39	48.3	
9	R2	All MCs	125	4.0	125	4.0	0.405	67.9	LOS E	9.3	71.2	0.94	0.79	0.94	12.1	
Approach			2217	3.1	2217	3.1	0.662	10.5	LOS B	37.6	284.8	0.42	0.38	0.42	43.1	
West: Manning Street																
10	L2	All MCs	165	8.0	165	8.0	0.549	62.0	LOS E	12.6	100.6	0.97	0.80	0.97	11.6	
12	R2	All MCs	18	0.0	18	0.0	0.096	93.9	LOS F	1.7	12.2	0.94	0.69	0.94	10.0	
Approach			183	7.2	183	7.2	0.549	65.1	LOS E	12.6	100.6	0.96	0.79	0.96	11.4	
All Vehicles			3714	3.9	3714	3.9	0.662	20.8	LOS C	37.6	289.8	0.53	0.47	0.53	33.6	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St PM (2027) (Site Folder: 2027 Traffic PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy (S)															
1	L2	All MCs	49	2.0	49	2.0	* 0.260	114.1	LOS F	4.5	34.0	0.96	0.75	0.96	10.0
2	T1	All MCs	2293	2.0	2293	2.0	* 0.880	34.9	LOS C	88.1	660.7	0.87	0.79	0.87	29.5
Approach			2342	2.0	2342	2.0	0.880	36.5	LOS D	88.1	660.7	0.87	0.79	0.87	28.5
North: West Coast Hwy (N)															
8	T1	All MCs	1428	2.0	1428	2.0	0.443	4.4	LOS A	17.6	132.3	0.28	0.26	0.28	51.0
9	R2	All MCs	186	0.0	186	0.0	* 0.844	107.0	LOS F	19.1	140.6	1.00	0.91	1.14	8.1
Approach			1615	1.8	1615	1.8	0.844	16.3	LOS B	19.1	140.6	0.37	0.34	0.38	35.3
West: Manning Street															
10	L2	All MCs	109	5.0	109	5.0	0.514	92.8	LOS F	10.2	79.1	0.99	0.79	0.99	8.7
12	R2	All MCs	49	0.0	49	0.0	0.256	91.9	LOS F	4.5	33.2	0.96	0.74	0.96	10.2
Approach			159	3.4	159	3.4	0.514	92.5	LOS F	10.2	79.1	0.98	0.78	0.98	9.2
All Vehicles			4116	2.0	4116	2.0	0.880	30.8	LOS C	88.1	660.7	0.68	0.61	0.68	28.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd AM
(2027 (Site Folder: 2027 Traffic AM))]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 209 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy															
1	L2	All MCs	19	18.0	19	18.0	0.021	55.7	LOS E	0.5	4.3	0.43	0.64	0.43	25.5
2	T1	All MCs	971	6.0	971	6.0	0.520	48.9	LOS D	31.4	244.9	0.69	0.62	0.69	26.7
3	R2	All MCs	74	1.0	74	1.0	* 0.950	150.6	LOS F	8.7	64.6	1.00	0.98	1.41	8.9
Approach			1064	5.9	1064	5.9	0.950	56.1	LOS E	31.4	244.9	0.71	0.65	0.74	23.6
East: Scarborough Beach Rd															
4	L2	All MCs	169	1.0	169	1.0	0.752	97.6	LOS F	12.2	90.7	1.00	1.02	1.05	15.7
5	T1	All MCs	111	17.0	111	17.0	* 0.994	169.5	LOS F	14.1	122.0	1.00	1.26	1.47	5.7
6	R2	All MCs	233	5.0	233	5.0	0.780	112.1	LOS F	12.2	94.6	1.00	0.87	1.11	11.4
Approach			513	6.3	513	6.3	0.994	119.8	LOS F	14.1	122.0	1.00	1.01	1.17	10.8
North: West Coast Hwy															
7	L2	All MCs	106	4.0	106	4.0	0.702	145.2	LOS F	10.9	83.2	1.00	0.83	1.05	11.5
8	T1	All MCs	1867	3.0	1867	3.0	* 0.988	117.3	LOS F	110.5	837.7	1.00	1.10	1.15	14.6
9	R2	All MCs	31	36.0	31	36.0	0.546	153.2	LOS F	3.3	33.5	1.00	0.77	1.02	7.1
Approach			2004	3.6	2004	3.6	0.988	119.4	LOS F	110.5	837.7	1.00	1.08	1.14	14.2
West: Scarborough Beach Rd															
10	L2	All MCs	45	34.0	45	34.0	0.855	70.9	LOS E	7.1	67.4	1.00	0.95	1.26	9.1
11	T1	All MCs	76	19.0	76	19.0	* 0.855	113.6	LOS F	7.1	67.4	1.00	0.99	1.27	7.5
12	R2	All MCs	20	32.0	20	32.0	0.855	121.0	LOS F	7.1	64.5	1.00	1.01	1.28	6.2
Approach			141	25.6	141	25.6	0.855	101.0	LOS F	7.1	67.4	1.00	0.98	1.26	7.8
All Vehicles			3722	5.4	3722	5.4	0.994	100.6	LOS F	110.5	837.7	0.92	0.94	1.03	15.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd PM (2027) (Site Folder: 2027 Traffic PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]										
			veh/h	%	veh/h	%	v/c	sec		[Veh. veh	Dist] m			km/h	
South: West Coast Hwy															
1	L2	All MCs	19	35.0	19	35.0	0.027	109.5	LOS F	0.5	5.1	0.49	0.65	0.49	24.9
2	T1	All MCs	1859	2.0	1859	2.0	*0.981	124.0	LOS F	104.3	782.9	1.00	1.09	1.14	14.6
3	R2	All MCs	72	0.0	72	0.0	0.723	154.1	LOS F	7.4	54.2	1.00	0.84	1.11	10.4
Approach			1950	2.2	1950	2.2	0.981	125.0	LOS F	104.3	782.9	0.99	1.08	1.13	14.4
East: Scarborough Beach Rd															
4	L2	All MCs	113	0.0	113	0.0	0.367	109.4	LOS F	6.6	48.5	0.93	0.78	0.93	18.5
5	T1	All MCs	155	8.0	155	8.0	*0.954	156.7	LOS F	17.9	142.7	1.00	1.07	1.35	6.8
6	R2	All MCs	304	1.0	304	1.0	0.755	104.3	LOS F	15.0	111.5	1.00	0.86	1.07	12.2
Approach			572	2.7	572	2.7	0.954	119.5	LOS F	17.9	142.7	0.99	0.90	1.12	11.3
North: West Coast Hwy															
7	L2	All MCs	143	0.0	143	0.0	0.687	122.1	LOS F	13.8	101.4	1.00	0.83	1.02	12.3
8	T1	All MCs	1192	1.0	1192	1.0	0.726	68.0	LOS E	46.8	347.9	0.86	0.78	0.86	22.2
9	R2	All MCs	72	9.0	72	9.0	0.793	141.7	LOS F	7.5	60.6	1.00	0.87	1.18	7.8
Approach			1407	1.3	1407	1.3	0.793	77.3	LOS E	46.8	347.9	0.88	0.79	0.90	19.3
West: Scarborough Beach Rd															
10	L2	All MCs	60	11.0	60	11.0	*0.873	67.0	LOS E	9.3	77.1	1.00	0.94	1.25	10.0
11	T1	All MCs	110	14.0	110	14.0	*0.873	108.8	LOS F	9.4	79.1	1.00	0.97	1.26	8.0
12	R2	All MCs	24	13.0	24	13.0	0.873	117.5	LOS F	9.4	79.1	1.00	1.00	1.27	6.7
Approach			194	12.9	194	12.9	0.873	97.0	LOS F	9.4	79.1	1.00	0.97	1.26	8.4
All Vehicles			4123	2.5	4123	2.5	0.981	106.6	LOS F	104.3	782.9	0.96	0.95	1.05	14.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St AM (2027+DEV)
(Site Folder: 2027 + DEV AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 210 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]					
			veh/h	%	veh/h	%	v/c	sec			m					km/h
South: West Coast Hwy (S)																
1	L2	All MCs	42	0.0	42	0.0	* 0.227	109.5	LOS F	4.0	29.4	0.96	0.74	0.96	9.7	
2	T1	All MCs	1283	5.0	1283	5.0	0.561	29.7	LOS C	38.0	293.9	0.64	0.59	0.64	30.1	
Approach			1325	4.8	1325	4.8	0.561	32.2	LOS C	38.0	293.9	0.65	0.59	0.65	28.6	
North: West Coast Hwy (N)																
8	T1	All MCs	2107	3.0	2107	3.0	* 0.668	7.2	LOS A	38.3	290.0	0.39	0.36	0.39	48.2	
9	R2	All MCs	125	4.0	125	4.0	0.405	68.1	LOS E	9.3	71.2	0.94	0.79	0.94	12.1	
Approach			2233	3.1	2233	3.1	0.668	10.6	LOS B	38.3	290.0	0.42	0.38	0.42	43.0	
West: Manning Street																
10	L2	All MCs	165	8.0	165	8.0	0.549	62.0	LOS E	12.6	100.6	0.97	0.80	0.97	11.6	
12	R2	All MCs	25	0.0	25	0.0	0.136	94.6	LOS F	2.4	17.4	0.95	0.70	0.95	10.0	
Approach			191	6.9	191	6.9	0.549	66.3	LOS E	12.6	100.6	0.96	0.79	0.96	11.3	
All Vehicles			3748	3.9	3748	3.9	0.668	21.1	LOS C	38.3	293.9	0.53	0.48	0.53	33.4	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St PM (2027+DEV)
(Site Folder: 2027 + DEV PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy (S)															
1	L2	All MCs	49	2.0	49	2.0	0.260	113.5	LOS F	4.5	34.0	0.96	0.75	0.96	10.0
2	T1	All MCs	2299	2.0	2299	2.0	* 0.876	33.9	LOS C	87.2	654.5	0.86	0.78	0.86	29.9
Approach			2348	2.0	2348	2.0	0.876	35.6	LOS D	87.2	654.5	0.86	0.78	0.86	28.9
North: West Coast Hwy (N)															
8	T1	All MCs	1474	2.0	1474	2.0	0.458	4.5	LOS A	18.5	139.1	0.29	0.26	0.29	50.8
9	R2	All MCs	186	0.0	186	0.0	* 0.881	111.8	LOS F	19.7	144.5	1.00	0.94	1.19	7.8
Approach			1660	1.8	1660	1.8	0.881	16.6	LOS B	19.7	144.5	0.37	0.34	0.39	35.1
West: Manning Street															
10	L2	All MCs	109	5.0	109	5.0	0.536	94.0	LOS F	10.3	79.7	0.99	0.80	0.99	8.6
12	R2	All MCs	71	0.0	71	0.0	* 0.365	93.2	LOS F	6.5	48.1	0.97	0.76	0.97	10.1
Approach			180	3.0	180	3.0	0.536	93.7	LOS F	10.3	79.7	0.99	0.78	0.99	9.2
All Vehicles			4188	2.0	4188	2.0	0.881	30.5	LOS C	87.2	654.5	0.67	0.61	0.68	28.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd AM
(2027+DEV) (Site Folder: 2027 + DEV AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 209 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy															
1	L2	All MCs	26	18.0	26	18.0	0.029	55.7	LOS E	0.7	5.9	0.44	0.65	0.44	25.5
2	T1	All MCs	971	6.0	971	6.0	0.523	49.0	LOS D	31.3	244.2	0.69	0.62	0.69	26.7
3	R2	All MCs	74	1.0	74	1.0	* 0.950	150.7	LOS F	8.7	64.6	1.00	0.98	1.41	8.9
Approach			1071	5.9	1071	5.9	0.950	56.2	LOS E	31.3	244.2	0.71	0.65	0.74	23.6
East: Scarborough Beach Rd															
4	L2	All MCs	169	1.0	169	1.0	0.752	97.6	LOS F	12.2	90.7	1.00	1.02	1.05	15.7
5	T1	All MCs	111	17.0	111	17.0	* 0.994	169.5	LOS F	14.1	122.0	1.00	1.26	1.47	5.7
6	R2	All MCs	233	5.0	233	5.0	0.780	112.1	LOS F	12.2	94.6	1.00	0.87	1.11	11.4
Approach			513	6.3	513	6.3	0.994	119.8	LOS F	14.1	122.0	1.00	1.01	1.17	10.8
North: West Coast Hwy															
7	L2	All MCs	143	4.0	143	4.0	0.947	169.0	LOS F	16.8	128.3	1.00	0.98	1.33	9.8
8	T1	All MCs	1889	3.0	1889	3.0	* 1.020	138.8	LOS F	120.8	915.9	1.00	1.19	1.23	12.2
9	R2	All MCs	42	36.0	42	36.0	0.740	157.8	LOS F	4.6	46.7	1.00	0.91	1.18	6.9
Approach			2074	3.7	2074	3.7	1.020	141.3	LOS F	120.8	915.9	1.00	1.17	1.24	11.9
West: Scarborough Beach Rd															
10	L2	All MCs	55	34.0	55	34.0	* 0.893	77.0	LOS E	8.0	76.4	1.00	0.99	1.30	8.8
11	T1	All MCs	76	19.0	76	19.0	0.893	119.3	LOS F	8.0	76.4	1.00	1.03	1.32	7.2
12	R2	All MCs	20	32.0	20	32.0	0.893	124.5	LOS F	7.5	68.6	1.00	1.06	1.33	6.1
Approach			151	26.2	151	26.2	0.893	104.6	LOS F	8.0	76.4	1.00	1.02	1.32	7.6
All Vehicles			3809	5.6	3809	5.6	1.020	113.0	LOS F	120.8	915.9	0.92	0.99	1.09	13.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd PM (2027+DEV) (Site Folder: 2027 + DEV PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. Dist]					
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h	
South: West Coast Hwy															
1	L2	All MCs	39	35.0	39	35.0	0.054	108.1	LOS F	1.0	10.5	0.49	0.67	0.49	24.9
2	T1	All MCs	1859	2.0	1859	2.0	* 0.984	125.2	LOS F	104.3	782.8	1.00	1.10	1.15	14.3
3	R2	All MCs	72	0.0	72	0.0	0.796	157.3	LOS F	7.5	55.4	1.00	0.87	1.18	10.2
Approach			1970	2.6	1970	2.6	0.984	126.0	LOS F	104.3	782.8	0.99	1.09	1.14	14.2
East: Scarborough Beach Rd															
4	L2	All MCs	113	0.0	113	0.0	0.378	110.1	LOS F	6.7	48.9	0.94	0.78	0.94	18.3
5	T1	All MCs	155	8.0	155	8.0	* 0.954	156.7	LOS F	17.9	142.7	1.00	1.07	1.35	6.8
6	R2	All MCs	304	1.0	304	1.0	0.755	104.3	LOS F	15.0	111.5	1.00	0.86	1.07	12.2
Approach			572	2.7	572	2.7	0.954	119.7	LOS F	17.9	142.7	0.99	0.90	1.12	11.3
North: West Coast Hwy															
7	L2	All MCs	164	0.0	164	0.0	0.788	126.0	LOS F	16.4	120.5	1.00	0.88	1.09	11.9
8	T1	All MCs	1205	1.0	1205	1.0	0.734	67.6	LOS E	47.7	354.5	0.87	0.79	0.87	22.3
9	R2	All MCs	78	9.0	78	9.0	0.945	158.5	LOS F	8.9	71.5	1.00	0.99	1.41	7.0
Approach			1447	1.3	1447	1.3	0.945	79.2	LOS E	47.7	354.5	0.89	0.81	0.92	18.8
West: Scarborough Beach Rd															
10	L2	All MCs	66	11.0	66	11.0	* 0.891	70.3	LOS E	9.8	81.3	1.00	0.95	1.27	9.8
11	T1	All MCs	110	14.0	110	14.0	* 0.891	111.4	LOS F	9.8	81.3	1.00	0.99	1.29	7.8
12	R2	All MCs	24	13.0	24	13.0	0.891	119.4	LOS F	9.7	81.6	1.00	1.02	1.30	6.6
Approach			200	12.9	200	12.9	0.891	98.8	LOS F	9.8	81.6	1.00	0.98	1.28	8.2
All Vehicles			4189	2.7	4189	2.7	0.984	107.7	LOS F	104.3	782.8	0.95	0.96	1.07	14.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: [West Coast Hwy - Access AM (2027+DEV) (Site Folder: 2027 + DEV AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Queue	Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: West Coast Highway (S)															
2	T1	All MCs	1325	6.8	1325	6.8	0.366	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach			1325	6.8	1325	6.8	0.366	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
East: Access (E)															
4	L2	All MCs	74	0.0	74	0.0	0.258	17.6	LOS C	0.9	6.4	0.83	0.95	0.94	35.6
Approach			74	0.0	74	0.0	0.258	17.6	LOS C	0.9	6.4	0.83	0.95	0.94	35.6
North: West Coast Highway (N)															
7	L2	All MCs	23	0.0	23	0.0	0.571	5.4	LOS A	0.0	0.0	0.00	0.01	0.00	55.3
8	T1	All MCs	2108	3.7	2108	3.7	0.571	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.2
Approach			2132	3.7	2132	3.7	0.571	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.1
All Vehicles			3531	4.8	3531	4.8	0.571	0.4	NA	0.9	6.4	0.02	0.02	0.02	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: U:\300305975\technical\working\Traffic Calculations\Sidra\200 WCH V4.sip9

MOVEMENT SUMMARY

Site: [West Coast Hwy - Access PM (2027+DEV) (Site Folder: 2027 + DEV PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: West Coast Highway (S)															
2	T1	All MCs	2346	2.8	2346	2.8	0.623	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.3
Approach			2346	2.8	2346	2.8	0.623	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.3
East: Access (E)															
4	L2	All MCs	42	0.0	42	0.0	0.074	9.2	LOS A	0.2	1.8	0.59	0.80	0.59	40.9
Approach			42	0.0	42	0.0	0.074	9.2	LOS A	0.2	1.8	0.59	0.80	0.59	40.9
North: West Coast Highway (N)															
7	L2	All MCs	66	0.0	66	0.0	0.410	5.4	LOS A	0.0	0.0	0.00	0.05	0.00	55.0
8	T1	All MCs	1478	2.7	1478	2.7	0.410	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.7
Approach			1544	2.6	1544	2.6	0.410	0.3	NA	0.0	0.0	0.00	0.03	0.00	58.3
All Vehicles			3933	2.7	3933	2.7	0.623	0.3	NA	0.2	1.8	0.01	0.02	0.01	58.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Organisation: STANTEC NEW ZEALAND | Licence: NETWORK / Enterprise Level 5 | Processed: Monday, 20 October 2025 7:59:49 AM

Project: U:\300305975\technical\working\Traffic Calculations\Sidra\200 WCH V4.sip9

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St AM (2037) (Site Folder: 2037 Traffic AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 210 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]					
			veh/h	%	veh/h	%	v/c	sec			m					km/h
South: West Coast Hwy (S)																
1	L2	All MCs	57	0.0	57	0.0	* 0.306	116.0	LOS F	5.5	40.1	0.97	0.76	0.97	9.6	
2	T1	All MCs	1565	5.0	1565	5.0	0.689	35.7	LOS D	53.1	410.8	0.73	0.67	0.73	28.2	
Approach			1622	4.8	1622	4.8	0.689	38.6	LOS D	53.1	410.8	0.74	0.67	0.74	26.7	
North: West Coast Hwy (N)																
8	T1	All MCs	2403	3.0	2403	3.0	* 0.773	9.6	LOS A	55.7	422.2	0.50	0.45	0.50	45.9	
9	R2	All MCs	166	4.0	166	4.0	0.537	73.0	LOS E	12.7	97.1	0.96	0.81	0.96	11.9	
Approach			2569	3.1	2569	3.1	0.773	13.7	LOS B	55.7	422.2	0.53	0.47	0.53	40.5	
West: Manning Street																
10	L2	All MCs	206	8.0	206	8.0	0.694	75.6	LOS E	16.3	129.5	0.99	0.83	0.99	11.4	
12	R2	All MCs	20	0.0	20	0.0	0.108	105.9	LOS F	1.9	13.7	0.94	0.69	0.94	10.0	
Approach			226	7.3	226	7.3	0.694	78.2	LOS E	16.3	129.5	0.99	0.82	0.99	11.2	
All Vehicles			4418	3.9	4418	3.9	0.773	26.1	LOS C	55.7	422.2	0.63	0.56	0.63	31.4	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St PM (2037) (Site Folder: 2037 Traffic PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]					
			veh/h	%	veh/h	%	v/c	sec			m				km/h	
South: West Coast Hwy (S)																
1	L2	All MCs	65	2.0	65	2.0	* 0.343	124.3	LOS F	6.0	45.3	0.97	0.77	0.97	9.9	
2	T1	All MCs	2822	2.0	2822	2.0	* 1.094	143.5	LOS F	186.5	1399.5	1.00	1.34	1.43	9.7	
Approach			2887	2.0	2887	2.0	1.094	143.1	LOS F	186.5	1399.5	1.00	1.33	1.42	9.7	
North: West Coast Hwy (N)																
8	T1	All MCs	1642	2.0	1642	2.0	0.510	8.3	LOS A	22.2	166.9	0.31	0.28	0.31	50.2	
9	R2	All MCs	247	0.0	247	0.0	* 1.076	201.0	LOS F	33.3	244.9	1.00	1.13	1.58	4.9	
Approach			1889	1.7	1889	1.7	1.076	33.6	LOS C	33.3	244.9	0.40	0.40	0.48	26.5	
West: Manning Street																
10	L2	All MCs	135	5.0	135	5.0	0.607	93.2	LOS F	12.7	98.3	1.00	0.81	1.00	8.7	
12	R2	All MCs	57	0.0	57	0.0	0.294	92.3	LOS F	5.2	38.4	0.97	0.75	0.97	10.2	
Approach			192	3.5	192	3.5	0.607	92.9	LOS F	12.7	98.3	0.99	0.79	0.99	9.1	
All Vehicles			4968	2.0	4968	2.0	1.094	99.5	LOS F	186.5	1399.5	0.77	0.95	1.04	12.7	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd AM (2037) (Site Folder: 2037 Traffic AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 209 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy															
1	L2	All MCs	25	18.0	25	18.0	0.029	72.1	LOS E	0.6	5.6	0.46	0.65	0.46	25.0
2	T1	All MCs	1195	6.0	1195	6.0	0.672	63.5	LOS E	44.8	349.9	0.80	0.73	0.80	24.0
3	R2	All MCs	85	1.0	85	1.0	* 1.091	238.7	LOS F	11.9	88.7	1.00	1.12	1.70	6.0
Approach			1305	5.9	1305	5.9	1.091	75.1	LOS E	44.8	349.9	0.80	0.75	0.85	20.2
East: Scarborough Beach Rd															
4	L2	All MCs	194	1.0	194	1.0	0.806	136.5	LOS F	14.2	105.8	1.00	1.04	1.09	15.6
5	T1	All MCs	148	17.0	148	17.0	* 1.160	305.3	LOS F	23.0	198.6	1.00	1.47	1.83	3.4
6	R2	All MCs	286	5.0	286	5.0	0.819	115.0	LOS F	15.1	116.8	1.00	0.90	1.13	11.4
Approach			628	6.6	628	6.6	1.160	166.5	LOS F	23.0	198.6	1.00	1.08	1.28	8.8
North: West Coast Hwy															
7	L2	All MCs	121	4.0	121	4.0	0.656	145.6	LOS F	12.1	92.4	1.00	0.82	1.01	11.9
8	T1	All MCs	2145	3.0	2145	3.0	* 1.180	270.6	LOS F	169.7	1286.5	1.00	1.56	1.71	6.1
9	R2	All MCs	42	36.0	42	36.0	0.740	161.8	LOS F	4.6	46.7	1.00	0.91	1.18	6.9
Approach			2308	3.7	2308	3.7	1.180	262.1	LOS F	169.7	1286.5	1.00	1.51	1.66	6.3
West: Scarborough Beach Rd															
10	L2	All MCs	55	34.0	55	34.0	0.993	104.8	LOS F	9.8	93.2	1.00	1.14	1.49	7.1
11	T1	All MCs	87	19.0	87	19.0	* 0.993	145.7	LOS F	9.8	93.2	1.00	1.18	1.50	6.1
12	R2	All MCs	23	32.0	23	32.0	0.993	150.2	LOS F	9.3	84.6	1.00	1.21	1.51	5.2
Approach			165	25.8	165	25.8	0.993	132.7	LOS F	9.8	93.2	1.00	1.17	1.50	6.2
All Vehicles			4406	5.6	4406	5.6	1.180	188.2	LOS F	169.7	1286.5	0.94	1.21	1.36	8.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd PM (2037) (Site Folder: 2037 Traffic PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: West Coast Hwy															
1	L2	All MCs	25	35.0	25	35.0	0.035	114.4	LOS F	0.7	6.7	0.49	0.66	0.49	24.7
2	T1	All MCs	2289	2.0	2289	2.0	* 1.207	298.9	LOS F	181.9	1365.1	1.00	1.64	1.81	5.6
3	R2	All MCs	83	0.0	83	0.0	0.917	171.0	LOS F	9.2	67.4	1.00	0.96	1.35	9.5
Approach			2397	2.3	2397	2.3	1.207	292.5	LOS F	181.9	1365.1	0.99	1.61	1.78	5.7
East: Scarborough Beach Rd															
4	L2	All MCs	130	0.0	130	0.0	0.410	140.4	LOS F	7.6	56.2	0.94	0.79	0.94	18.5
5	T1	All MCs	206	8.0	206	8.0	* 1.180	321.9	LOS F	32.0	254.5	1.00	1.44	1.87	3.3
6	R2	All MCs	375	1.0	375	1.0	1.019	177.9	LOS F	23.8	176.6	1.00	1.10	1.47	8.6
Approach			711	2.8	711	2.8	1.180	212.8	LOS F	32.0	254.5	0.99	1.14	1.49	7.0
North: West Coast Hwy															
7	L2	All MCs	164	0.0	164	0.0	0.725	128.0	LOS F	15.9	116.8	1.00	0.85	1.04	12.4
8	T1	All MCs	1370	1.0	1370	1.0	0.852	78.7	LOS E	59.4	440.8	0.95	0.87	0.95	20.8
9	R2	All MCs	95	9.0	95	9.0	* 1.151	294.6	LOS F	14.2	114.4	1.00	1.19	1.86	3.8
Approach			1629	1.4	1629	1.4	1.151	96.3	LOS F	59.4	440.8	0.96	0.89	1.02	16.6
West: Scarborough Beach Rd															
10	L2	All MCs	74	11.0	74	11.0	1.102	169.8	LOS F	15.4	127.9	1.00	1.37	1.72	4.3
11	T1	All MCs	126	14.0	126	14.0	* 1.102	211.1	LOS F	15.4	127.9	1.00	1.34	1.73	4.1
12	R2	All MCs	28	13.0	28	13.0	1.102	219.3	LOS F	14.2	119.0	1.00	1.32	1.74	3.8
Approach			228	12.9	228	12.9	1.102	198.7	LOS F	15.4	127.9	1.00	1.35	1.72	4.1
All Vehicles			4965	2.5	4965	2.5	1.207	212.4	LOS F	181.9	1365.1	0.98	1.29	1.48	7.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St AM (2037+DEV)
(Site Folder: 2037 + DEV AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 210 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance																
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]		[Total HV]					[Veh. veh	Dist]					
			veh/h	%	veh/h	%	v/c	sec			m					km/h
South: West Coast Hwy (S)																
1	L2	All MCs	57	0.0	57	0.0	* 0.306	116.3	LOS F	5.5	40.1	0.97	0.76	0.97	9.6	
2	T1	All MCs	1577	5.0	1577	5.0	0.694	36.0	LOS D	53.8	416.2	0.73	0.67	0.73	28.1	
Approach			1634	4.8	1634	4.8	0.694	38.8	LOS D	53.8	416.2	0.74	0.68	0.74	26.7	
North: West Coast Hwy (N)																
8	T1	All MCs	2419	3.0	2419	3.0	* 0.779	9.7	LOS A	56.8	430.7	0.50	0.46	0.50	45.7	
9	R2	All MCs	166	4.0	166	4.0	0.537	73.2	LOS E	12.7	97.1	0.96	0.81	0.96	11.9	
Approach			2585	3.1	2585	3.1	0.779	13.8	LOS B	56.8	430.7	0.53	0.48	0.53	40.4	
West: Manning Street																
10	L2	All MCs	206	8.0	206	8.0	0.697	75.6	LOS E	16.3	129.6	1.00	0.83	1.00	11.4	
12	R2	All MCs	27	0.0	27	0.0	0.147	106.5	LOS F	2.6	18.9	0.95	0.71	0.95	10.0	
Approach			234	7.1	234	7.1	0.697	79.2	LOS E	16.3	129.6	0.99	0.81	0.99	11.2	
All Vehicles			4453	3.9	4453	3.9	0.779	26.4	LOS C	56.8	430.7	0.63	0.57	0.63	31.2	

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00626 [West Coast Hwy - Manning St PM (2037+DEV)
(Site Folder: 2037 + DEV PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec			m				km/h
South: West Coast Hwy (S)															
1	L2	All MCs	65	2.0	65	2.0	0.343	124.3	LOS F	6.0	45.3	0.97	0.77	0.97	9.9
2	T1	All MCs	2828	2.0	2828	2.0	* 1.097	145.5	LOS F	187.7	1408.4	1.00	1.34	1.43	9.6
Approach			2894	2.0	2894	2.0	1.097	145.0	LOS F	187.7	1408.4	1.00	1.33	1.42	9.6
North: West Coast Hwy (N)															
8	T1	All MCs	1687	2.0	1687	2.0	0.526	8.4	LOS A	23.5	176.3	0.32	0.29	0.32	50.0
9	R2	All MCs	247	0.0	247	0.0	* 1.076	201.0	LOS F	33.3	244.9	1.00	1.13	1.58	4.9
Approach			1935	1.7	1935	1.7	1.076	33.1	LOS C	33.3	244.9	0.41	0.40	0.48	26.8
West: Manning Street															
10	L2	All MCs	135	5.0	135	5.0	0.607	93.2	LOS F	12.7	98.3	1.00	0.81	1.00	8.7
12	R2	All MCs	78	0.0	78	0.0	* 0.403	93.6	LOS F	7.3	53.4	0.98	0.77	0.98	10.1
Approach			213	3.2	213	3.2	0.607	93.3	LOS F	12.7	98.3	0.99	0.79	0.99	9.2
All Vehicles			5041	2.0	5041	2.0	1.097	99.9	LOS F	187.7	1408.4	0.77	0.95	1.04	12.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd AM (2037+DEV) (Site Folder: 2037 + DEV AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 209 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Queue	Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]		[Total HV]					[Veh. veh	Dist]				km/h
			veh/h	%	veh/h	%	v/c	sec			m				
South: West Coast Hwy															
1	L2	All MCs	32	18.0	32	18.0	0.036	70.6	LOS E	0.8	7.3	0.45	0.66	0.45	25.1
2	T1	All MCs	1195	6.0	1195	6.0	0.669	62.3	LOS E	44.2	345.4	0.79	0.72	0.79	24.3
3	R2	All MCs	85	1.0	85	1.0	* 1.091	238.3	LOS F	11.9	88.7	1.00	1.12	1.70	6.0
Approach			1312	6.0	1312	6.0	1.091	73.9	LOS E	44.2	345.4	0.80	0.75	0.84	20.4
East: Scarborough Beach Rd															
4	L2	All MCs	194	1.0	194	1.0	0.834	140.4	LOS F	14.7	108.9	1.00	1.05	1.12	15.2
5	T1	All MCs	148	17.0	148	17.0	* 1.194	334.2	LOS F	23.9	206.3	1.00	1.52	1.91	3.1
6	R2	All MCs	286	5.0	286	5.0	0.862	120.2	LOS F	15.5	120.0	1.00	0.93	1.19	11.1
Approach			628	6.6	628	6.6	1.194	176.9	LOS F	23.9	206.3	1.00	1.10	1.34	8.3
North: West Coast Hwy															
7	L2	All MCs	159	4.0	159	4.0	0.903	161.9	LOS F	17.8	136.0	1.00	0.95	1.24	10.6
8	T1	All MCs	2168	3.0	2168	3.0	* 1.203	289.5	LOS F	177.8	1348.0	1.00	1.61	1.77	5.7
9	R2	All MCs	52	36.0	52	36.0	0.916	173.9	LOS F	6.1	61.6	1.00	1.10	1.40	6.4
Approach			2379	3.8	2379	3.8	1.203	278.4	LOS F	177.8	1348.0	1.00	1.56	1.73	5.9
West: Scarborough Beach Rd															
10	L2	All MCs	65	34.0	65	34.0	1.031	121.5	LOS F	10.4	99.1	1.00	1.36	1.56	5.2
11	T1	All MCs	87	19.0	87	19.0	* 1.031	163.8	LOS F	10.4	99.1	1.00	1.30	1.57	5.0
12	R2	All MCs	23	32.0	23	32.0	1.031	170.7	LOS F	10.0	91.4	1.00	1.27	1.58	4.7
Approach			175	26.3	175	26.3	1.031	149.0	LOS F	10.4	99.1	1.00	1.32	1.57	5.0
All Vehicles			4494	5.7	4494	5.7	1.203	199.5	LOS F	177.8	1348.0	0.94	1.25	1.41	7.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

 Site: LM00183 [West Coast Hwy - Scarborough Beach Rd PM (2037+DEV) (Site Folder: 2037 + DEV PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

New Site

Site Category: (None)

Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 202 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m			km/h	
South: West Coast Hwy															
1	L2	All MCs	46	35.0	46	35.0	0.064	111.9	LOS F	1.2	12.2	0.49	0.67	0.49	24.9
2	T1	All MCs	2289	2.0	2289	2.0	* 1.197	288.2	LOS F	177.6	1332.9	1.00	1.62	1.78	5.8
3	R2	All MCs	83	0.0	83	0.0	1.019	205.6	LOS F	10.3	75.9	1.00	1.05	1.56	7.7
Approach			2418	2.6	2418	2.6	1.197	282.0	LOS F	177.6	1332.9	0.99	1.58	1.74	5.9
East: Scarborough Beach Rd															
4	L2	All MCs	130	0.0	130	0.0	0.435	142.8	LOS F	7.8	57.3	0.95	0.79	0.95	18.1
5	T1	All MCs	206	8.0	206	8.0	* 1.218	355.1	LOS F	33.4	265.8	1.00	1.49	1.96	3.0
6	R2	All MCs	375	1.0	375	1.0	1.045	194.5	LOS F	24.4	181.5	1.00	1.13	1.53	7.9
Approach			711	2.8	711	2.8	1.218	231.6	LOS F	33.4	265.8	0.99	1.17	1.55	6.4
North: West Coast Hwy															
7	L2	All MCs	185	0.0	185	0.0	0.852	135.1	LOS F	19.1	140.4	1.00	0.92	1.15	11.6
8	T1	All MCs	1383	1.0	1383	1.0	0.843	76.2	LOS E	60.1	446.0	0.94	0.86	0.94	21.3
9	R2	All MCs	82	9.0	82	9.0	1.104	255.3	LOS F	11.5	92.6	1.00	1.14	1.76	4.4
Approach			1650	1.3	1650	1.3	1.104	91.7	LOS F	60.1	446.0	0.95	0.88	1.01	17.3
West: Scarborough Beach Rd															
10	L2	All MCs	80	11.0	80	11.0	* 1.122	186.8	LOS F	16.4	135.8	1.00	1.40	1.76	4.1
11	T1	All MCs	126	14.0	126	14.0	* 1.122	227.3	LOS F	16.4	135.8	1.00	1.37	1.77	3.8
12	R2	All MCs	28	13.0	28	13.0	1.122	235.4	LOS F	14.8	124.6	1.00	1.36	1.78	3.6
Approach			234	12.9	234	12.9	1.122	214.4	LOS F	16.4	135.8	1.00	1.38	1.77	3.9
All Vehicles			5013	2.7	5013	2.7	1.218	209.0	LOS F	177.6	1332.9	0.98	1.28	1.48	7.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Green.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

* Critical Movement (Signal Timing)

MOVEMENT SUMMARY

Site: [West Coast Hwy - Access AM (2037+DEV) (Site Folder: 2037 + DEV AM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: West Coast Highway (S)															
2	T1	All MCs	1628	6.8	1628	6.8	0.449	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1628	6.8	1628	6.8	0.449	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
East: Access (E)															
4	L2	All MCs	74	0.0	74	0.0	0.396	28.0	LOS D	1.3	9.8	0.91	1.02	1.13	30.7
Approach			74	0.0	74	0.0	0.396	28.0	LOS D	1.3	9.8	0.91	1.02	1.13	30.7
North: West Coast Highway (N)															
7	L2	All MCs	23	0.0	23	0.0	0.655	5.4	LOS A	0.0	0.0	0.00	0.01	0.00	55.1
8	T1	All MCs	2423	3.7	2423	3.7	0.655	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.0
Approach			2446	3.7	2446	3.7	0.655	0.1	NA	0.0	0.0	0.00	0.01	0.00	58.9
All Vehicles			4148	4.8	4148	4.8	0.655	0.6	NA	1.3	9.8	0.02	0.02	0.02	56.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: U:\300305975\technical\working\Traffic Calculations\Sidra\200 WCH V4.sip9

MOVEMENT SUMMARY

Site: [West Coast Hwy - Access PM (2037+DEV) (Site Folder: 2037 + DEV PM)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

NA

Site Category: NA

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Queue	Back Of Queue	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: West Coast Highway (S)															
2	T1	All MCs	2887	2.8	2887	2.8	0.767	0.2	LOS A	0.0	0.0	0.00	0.00	0.00	58.7
Approach			2887	2.8	2887	2.8	0.767	0.2	NA	0.0	0.0	0.00	0.00	0.00	58.7
East: Access (E)															
4	L2	All MCs	42	0.0	42	0.0	0.090	10.8	LOS B	0.3	2.2	0.67	0.84	0.67	39.8
Approach			42	0.0	42	0.0	0.090	10.8	LOS B	0.3	2.2	0.67	0.84	0.67	39.8
North: West Coast Highway (N)															
7	L2	All MCs	66	0.0	66	0.0	0.468	5.4	LOS A	0.0	0.0	0.00	0.04	0.00	55.0
8	T1	All MCs	1699	2.7	1699	2.7	0.468	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	58.8
Approach			1765	2.6	1765	2.6	0.468	0.2	NA	0.0	0.0	0.00	0.02	0.00	58.4
All Vehicles			4695	2.7	4695	2.7	0.767	0.3	NA	0.3	2.2	0.01	0.02	0.01	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SIDRA INTERSECTION 9.1 | Copyright © 2000-2022 Akcelik and Associates Pty Ltd | sidrasolutions.com

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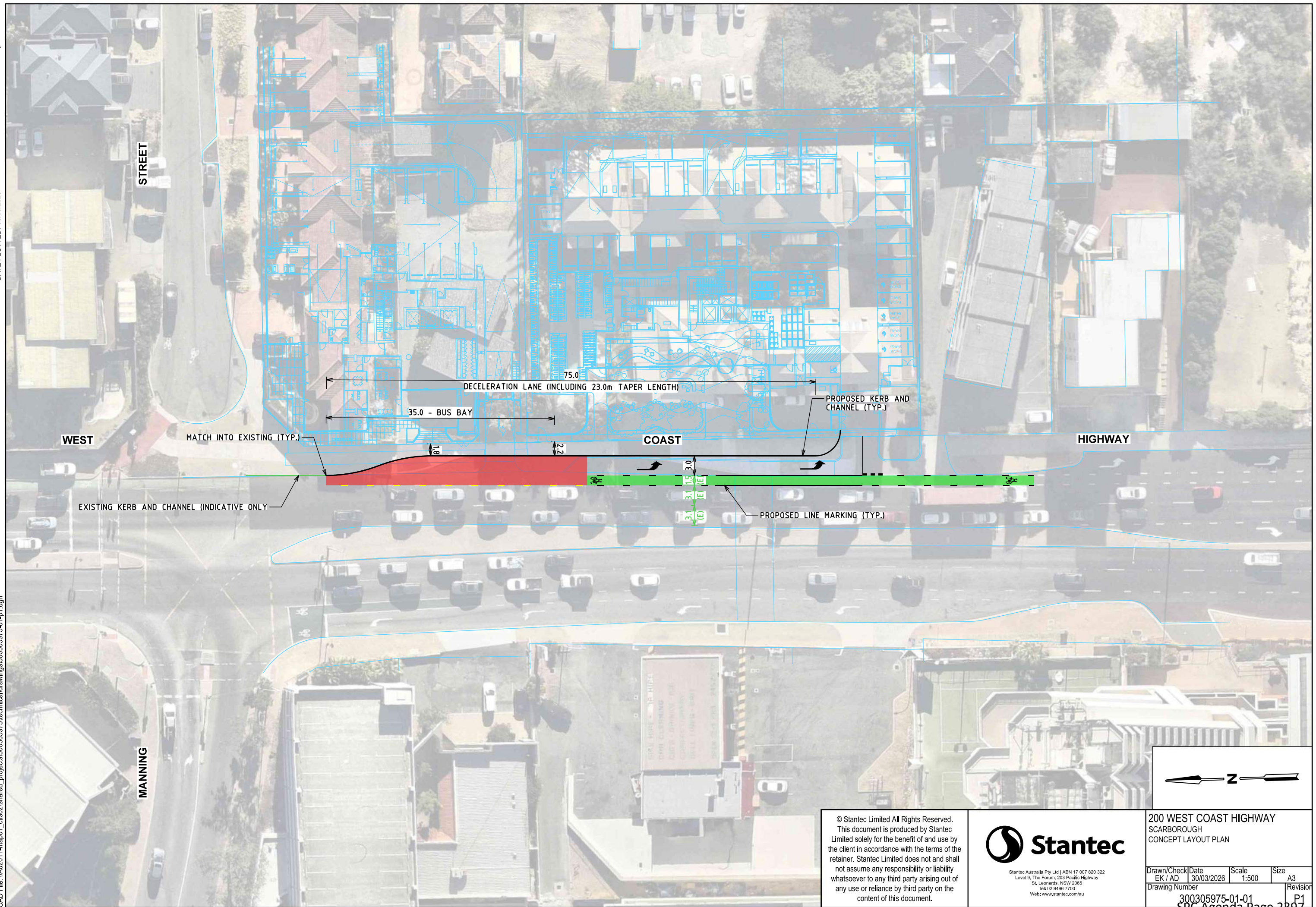
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Appendix E

Concept Sketch





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200 WEST COAST HIGHWAY
SCARBOROUGH
CONCEPT LAYOUT PLAN

Drawn/Check EK / AD	Date 30/03/2026	Scale 1:500	Size A3
Drawing Number 300305975-01-01			Revisor P1

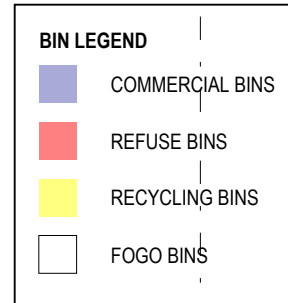
SPC Agenda Page 2397



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Ground Floor, 226 Adelaide Terrace
Perth WA 6000
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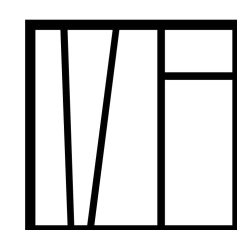
REV	DATE	REVISION DESCRIPTION	CKD	APP
A	17/11/25	ISSUE FOR DEVELOPMENT APPLICATION		
B	08/01/26	ISSUE FOR DEVELOPMENT APPLICATION		
C	05/08/26	ISSUE FOR DEVELOPMENT APPLICATION		

ARCHITECT
BOORLOO / PERTH
Whadjuk Nyoongar Country
Ground Floor, 160 Beaufort Street
Perth WA 6000
Australia
+618 6500 6490
perth@plusstudio.co

Plus Architecture Western Australia Pty Ltd
ABN 52 618 393 338
plusstudio.co
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Howells



MEADPOINT

PROJECT TITLE

THE TIDE

200 WEST COAST HIGHWAY, SCARBOROUGH

DRAWING TITLE

GROUND FLOOR PLAN

DEVELOPMENT APPLICATION

PROJECT NUMBER
80368

DRAWING NUMBER
DA100

STAGE
DA
REVISION
C

NORTH POINT

A circle with a horizontal line passing through its center, pointing to the right, indicating North.

SCALE
1:200 @ A1Size

0 2 4 6 8 10m

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KEY MATTERS COVERSHEET			
REPORT TO	Statutory Planning Committee		
Meeting date	23 September 2026	File number	TPS/3328
Title	Town of Victoria Park – Local Planning Scheme No. 2, Amendment No. 2 – For Consideration Prior to Advertising		
Purpose	For recommendation to Minister		
Address	• Lot 1488 (No. 103) and Lot 2 (No. 105) Carrington Street; • Lot 1 (No. 396), Lot 3, (No. 394) and Lot 1483 (No. 396) High Street; and • Lot 51 (No. 167), Lot 252 (No. 169) and Lots 1- 4 on Strata Plan 65266 (No. 171) Holland Street.		
Head of power	Planning and Development Act 2005, Section 87 (2)		
Responsible officer	Mek Piggott – A/Planning Director, Schemes and Strategies		
KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE			
The following key matters have been identified by the Department of Planning, Lands and Heritage: • Whether the amendment aligns with the draft Albany Highway Precinct Structure Plan; • Whether the proposed scheme provisions, including primary controls for base building height and base plot ratio are appropriate; • Whether bonus building heights and bonus base plot ratio under the proposed Community Benefit Framework are appropriate; • Whether the recommended modifications are appropriate. This does not fetter consideration of the proposal by the Western Australian Planning Commission, its committees or the decision-maker which / who may identify others.			



KEY MATTERS COVERSHEET			
REPORT TO	Statutory Planning Committee		
Meeting date	23 September 2026	File number	TPS/3385
Title	City of Wanneroo – District Planning Scheme No. 2, Amendment No. 234 (Standard) – Recommendation to Minister		
Purpose	For recommendation to Minister		
Address	Lot 507 (50) Salerno Drive, Mindarie		
Head of power	r.55 of the Planning and Development (Local Planning Schemes) Regulation 2015		
Name and title of responsible officer	Rohan Miller - Planning Director, Schemes and Strategies		
KEY MATTERS IDENTIFIED BY THE DEPARTMENT OF PLANNING, LANDS AND HERITAGE			
The City of Wanneroo (City) has submitted Amendment No. 234 to District Planning Scheme No. 2 (DPS 2) to the Western Australian Planning Commission (WAPC) for consideration and recommendation to the Minister for Planning for final determination. The amendment proposes to rezone a portion of Lot 507 (50) Salerno Drive, Mindarie (subject site) from Private Community Purpose to Residential R40. The following key matters have been identified by the Department of Planning, Lands and Heritage: • Whether the amendment is consistent with the North-West Sub-regional Planning Framework; and • Whether the amendment is consistent with State Planning Policy 4.2 – Activity Centres. This does not fetter consideration of the proposal by the Western Australian Planning Commission, its Committees or the decision-maker which / who may identify others.			