



What is the MRA planning?

The MRA's Scarborough Master Plan includes a proposal to extend The Esplanade north and south, through unique and protected sand dunes, to connect with West Coast Highway at both ends. The roads are likely to include two lanes of traffic (minimum of 7.4m wide), one or two lanes for parallel parking, and shared bike and walking paths, with retaining walls and embankments, in addition to the impact area of construction.

The Problem

The proposed road extensions are costly, damaging, unnecessary, and counter-productive. They will destroy rather than develop what's great about the Scarborough beachfront.

- Building more roads attracts more traffic, while there will be less parking
- High conservation value sand dune systems, classified as 'Bush Forever' reserves that are unique in Stirling, will be destroyed to build the roads
- The proposed roads directly contravene State Planning Bushland Policy 2.8
- Coastal infrastructure is being damaged by rising sea levels. Other Councils have found a 200m wide strip is at risk of erosion along the majority of the coastline. The proposed roads lie well within that.
- 93% of submissions responding to the MRA's draft Master Plan, on the proposed roads, were against them.
- The roads are out of step with property development & urban planning trends, as well as the state government transport plan, which aims to increase active and public transport
- They are an unnecessary & wasteful use of at least \$18m. City of Stirling rate-payers will be left with the tab as rising sea levels require expensive retention works.

The Solution

We need a plan for 2050, not 1950.

- Rule out the road extensions - keep the beachfront for people and the coast we love
- Design a plan that reduces traffic, rather than increases it, to and at the beachfront, making sense of the planned decrease in parking
- Improve traffic flow and parking with more efficient design, signage, signalling, and sustainable transport options
- Create a world class active and public transport system that takes cars off the road and creates a people-friendly beachfront
- Complement this, if required, with additional parking on the east side of West Coast Highway (as suggested by the MRA's transport consultant)
- Maintain unique conservation areas and coastal buffers for a future of rising sea levels
- Integrate all this with a vibrant central area with the best of inner-city living, all within walking distance of a spectacular coastline, for a 21st century development for those who seek to live or visit here.






Make this once in a generation redevelopment count. Develop the beachfront for people, not traffic. Stop the roads through Scarborough's sand dunes.

What You Can Do

- 1. Contact the Minister**
Tell the Minister for Planning, Hon. Donna Faragher, what you think minister.faragher@dpc.wa.gov.au or **6552 5300**
- 2. Spread the Word**
Spread the word with friends, neighbours and colleagues. Put up our free signs, posters and stickers available via beachnotbitumen.com
- 3. Let Local Media Know**
Write a letter to the editor or call your favourite radio station
- 4. Go to Our Website**
For a range of other actions and helpful information visit beachnotbitumen.com



Map Legend

-  MRA's proposed road alignment
-  Redevelopment Zone
-  Bush Forever Boundary
-  Extent of Road Works in Bush Forever Zone.
-  200m Buffer Line



North Scarborough Proposed Road Alignment



South Scarborough Proposed Road Alignment