

**STIRLING CITY CENTRE
Community Leadership Group #26
Herdsman Lake Wildlife Centre
6:00pm – 8:30pm, Wednesday 14 December 2011**

WORKSHOP SUMMARY

1. WELCOME, WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator), welcomed participants to the meeting and outlined the purpose and process of the CLG meeting explaining that the meeting would be an informal meeting to provide an overview of the year's activities and hear from Peter Newman with regard to light rail trends and opportunities.

No changes were requested to the previous minutes.

2. OVERVIEW OF THE YEAR

Daniel Heymans provided an overview of the 2011 year noting the following:

January/February 2011

- A Gateway Review was completed;
- Yield Analysis completed; and
- Housing workshop held.

March 2011

- Saw the vision formed up as a fly through montage of the concept.

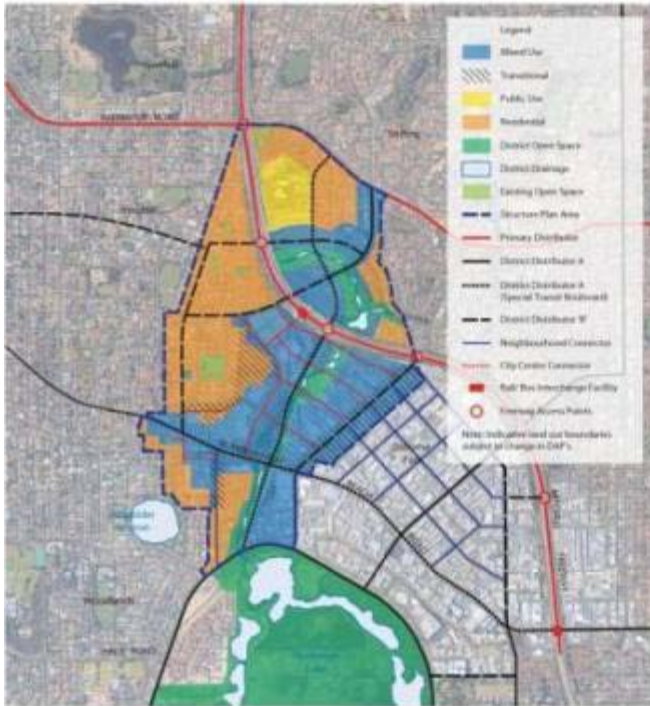
April 2011

- Saw the ongoing work on Local Area Plan for Innaloo as shown below.



May/June 2011

- Saw the finalisation and release of the draft Structure Plan (shown below).



July 2011

- An Open Day was held to release the Structure Plan for public comment and respond to questions from interested community members.



August 2011

- A Westfield development concept was prepared as the basis for further discussion.



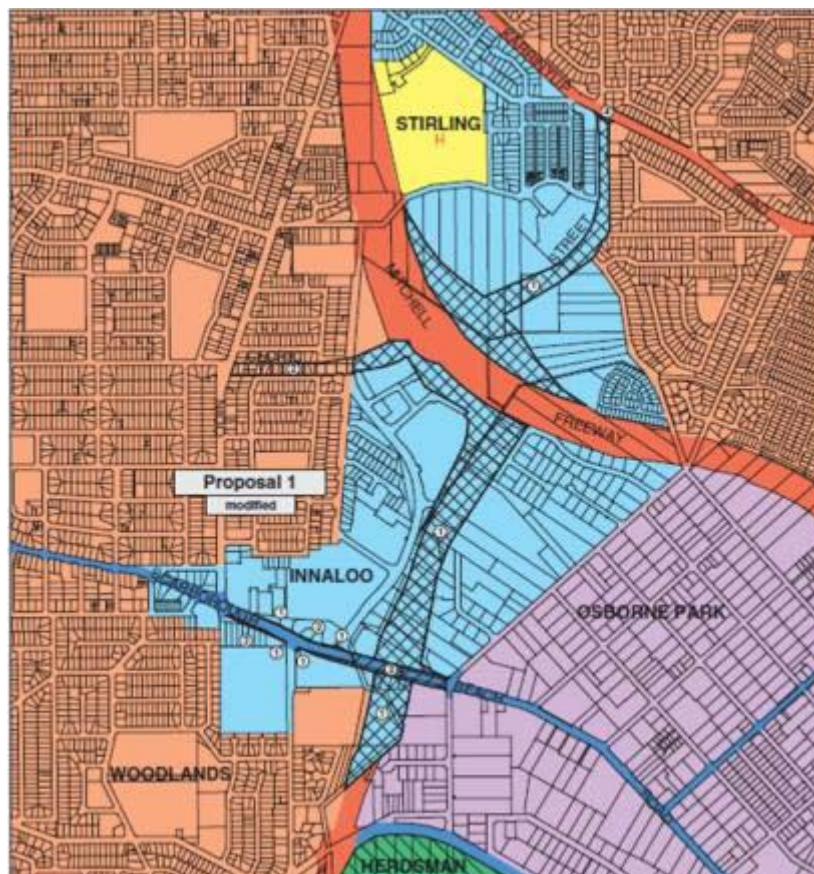
September 2011

- Conceptual development options were prepared for the city centre.



October 2011

- Saw the commencement of detailed site investigation work to inform the future planning processes; and
- The proposed MRS amendment was approved.



November 2011

- Saw the emergence of an even higher level of political support with a request to submit a Business Case seeking funding for stage one works around the city centre.



December 2011

- Saw LandCorp take on a greater role as project partner in the land use planning to further develop the project for the future.



Questions and answers arising from this session are summarized below.

Q	Does the stage one works Business Case include provision for light rail?
A	<p>We are still working on trying to influence the Public Transport Master Plan which shows light rail as a stage 2 project.</p> <p>Mirrabooka light rail is government's first priority and we are working with PTA and DoT to present the case for Stirling City Centre.</p> <p>There is a 2 to 3 year lead time to construction anyway perhaps around 2019.</p> <p>The Business Case will focus on the road and other road based component accordingly. At least there is a commitment to proceed to Business Case level and we are hopeful that funds will subsequently be made available.</p>
Q	Could a submission to state government be made for the Public Transport Master Plan?
A	The Stirling Alliance made a submission on the Master Plan requesting that light rail provision be brought forward from its current stage 2 priority status.
Q	Can we ensure the Parliamentary Advisory Committee for the PT Master Plan is aware of this project?
A	<p>Daniel to follow up with Stuart Jardine and find out who is on it and how best to ensure they are aware of the value of this project.</p> <p style="text-align: right;">ACTION: Daniel Heymans</p> <p>There is also a role for the community and the business sector in the same way. James McIntosh has been appointed recently to complete a Value Capture process to identify the resultant benefits.</p>
Q	Will it ultimately be tram or light rail?
A	<p>In the city centre it may be tram. Moving away from the city centre it could be light rail (with stops further apart) to reflect intersection locations and filtering opportunities to side streets.</p> <p>There may be potential to add more stops in time.</p>
Q	Any progress with the Challenger site?
A	A Development Application has been lodged with the city for an office tower on the cinema site with an office and IGA included with small shops. No residential component is included.

3. LIGHT RAIL PRESENTATION

Professor Peter Newman, Curtin University Sustainability Policy (CUSP) Institute presented on Light Rail.

The following are questions that the community posed and answers by Peter Newman from this session. These are summarized below.

Q	A bigger comprehensive vision is great but easy to dismiss because of its scale and the time taken to develop the detail. How do we get a demonstration project happening here?
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<p>A</p>	<p>To get IA support it must have national significance. There are differences across the projects but this is similar to the Gold Coast light rail project. We need to make a clear statement about how this will help transform Perth.</p> <p>We are an abundant state and need to make the most of it in partnership with federal and other partners.</p> <p>It would be great to fund this project at IA level but it is not enough on its own. The five Councils in the Knowledge Arc could be expanded to include Stirling, Fremantle and Cockburn and others in a metropolitan wide approach.</p> <p>This group has led the way and we need to expand it further.</p> <p>A staged solution can then result.</p>
<p>Q</p>	<p>How do we get our project elevated in priority?</p>
<p>A</p>	<p>With IA support.</p>
<p>Q</p>	<p>Directions 2031 and Beyond sets the framework. Can it be the catalyst to convince IA and others?</p>
<p>A</p>	<p>Don't need to convince IA. They are looking for the creation of centres and City Building initiatives.</p> <p>The IA website states its 7 goals and provides a good reference for more detailed understanding.</p> <p>We must show how this will make a City Centre in a sound financing mechanism that attracts local, state and federal funding with private sector investment too.</p> <p>Development tends to follow the construction of light rail/ tram links and we need to recognise and adapt that with private sector involvement as one of the beneficiaries through various mechanisms – stamp duty, Capital Gains Tax etc in a PPP or similar partnership.</p> <p>We need to work with and convince our state government planning partners in PTA, DoT and others as well to get the partnerships in place.</p>
<p>Q</p>	<p>What about the associated amenity – green space, water, etc. What role does it play in establishing a good centre?</p>
<p>A</p>	<p>Amenity is critical, if there is no amenity it is not doing anything.</p> <p>We have been quite good in Perth with fairly good planning outcomes generally. The Pilbara is an exception to the rule where we have just done “projects”.</p> <p>Government is good at “projects” but we need to work hard to get City Building Capacity in place.</p> <p>It is changing and Bunbury, Albany and the Pilbara Cities are part of the state's planning powers through DSD and others as part of a total plan – places, people, services, facilities, amenity, etc.</p>
<p>Q</p>	<p>Do we tell affected stakeholders or ask them to make this happen?</p>
<p>A</p>	<p>We must involve people with an appropriate level of involvement and success.</p> <p>We can achieve outstanding results in collaboration with people.</p>
<p>Q</p>	<p>What parameters are needed to justify this project?</p>

A	<p>Must fulfil a transport and land development need in a package. It must be a partnership of key stakeholders with a governance and delivery mechanisms to get it in place.</p> <p>Not just lines on a plan it must be real and achievable as part of a funding package for a project that is truly of national significance.</p> <p>This will be hard to do without other links and expansion to other key sites across the metropolitan area. This is a state task but the more we can do the better.</p> <p>Peter Newman offered to present the case to a future Board meeting.</p> <p style="text-align: right;">ACTION: Stirling Alliance</p> <p>Bringing together the various LGA's would also help under the leadership umbrella of the City of Stirling. We can't just lodge an application and expect funding.</p>
Q	<p>Parking is at a premium in Herdsman with people parking on the regional open space and limiting its use. How do we overcome that?</p>
A	<p>There are enforcement opportunities and the City of Stirling is aware of the problems. Relatively cheap land, abundant parking provision and high expectation for parking.</p> <p>We are planning for a new transport culture and solution to encourage different land uses and behaviours with an emphasis on public transport including light rail.</p>
Q	<p>There is poor provision of public transport to key destinations like Perth Airport. How can we fill those gaps too to encourage more use of public transport?</p>
A	<p>Priorities change for government and we need to plan for these links in time and maintain the pressure for them.</p> <p>There has been a lot of good work and proving up done. We must maintain the pressure and intensity.</p>
Q	<p>Light rail to the airport should be a priority. Why isn't it?</p>
A	<p>The north east heavy rail line is the current preference for the spur line to the airport. There are many key development sites and we need to tap into the total value capture of the collective benefits of these initiatives and demonstrate the value of the system to help with the prioritisation.</p> <p>Stirling is ripe for development and intensification as a city centre and it must compete with the other projects.</p> <p>Make the case for Stirling and present it strongly to government at all levels. Federally this project has appeal. It is not ready yet but not far off and needs to be expanded to get the metropolitan wide view.</p> <p>IA requires comprehensive details of public and private development contributions. Persevere and maintain the pressure in what ultimately is a political decision.</p>

4. NEXT STEPS

Future actions will include:

- Future meeting dates and upcoming events:
 - No meeting in January 2012;
 - Next meeting in February – DATE TO BE ADVISED;
 - Working on Hertha Road and local area planning;
 - Seeking to progress the Citizen's Group in the new year;
 - The Alliance is hoping for community stories – long term residents, changing face of Stirling. Submissions can be made by tape, in written, photos or spoken word is great;
 - The Alliance office is closed from 22 December to 3 January 2012.
- Suggested future CLG topics:
 - A speaker from WAPC – DoP.

The meeting closed at 8:30pm.

ATTACHMENT ONE - AGENDA

STIRLING CITY CENTRE
Community Leadership Group Meeting
Herdsman Lake Wildlife Centre,
6:00pm - 8:30 pm, Wednesday 14 December 2011

WORKSHOP PURPOSE

The objective of the meeting is to provide a forum for information exchange and support community involvement in the development the new Stirling City Centre.

- Provide an overview of the 2011 year.

AGENDA

START AT	ITEM	BY
6:00 pm		
6:10 pm	Welcome, meeting purpose and process	Linton Pike
6:15 pm	Overview of the 2011 year	Daniel Heymans
	Light Rail Presentation	Peter Newman
	Next steps 1. Future Meeting Dates 2. Other Business	
	Christmas Cheer	All

ATTACHMENT TWO - WORKSHOP PARTICIPANTS

TO BE INCLUDED. MARIE HAS PARTICIPANT LIST