

**STIRLING CITY CENTRE
Community Leadership Group #23
Herdsman Lake Wildlife Centre
6:00pm – 8:30pm, Wednesday 14 September 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. The CLG role is to assist in ensuring:

- Informed decision-making - through effective communication, transparency of process, community involvement and accessible information.
- Accountability – supporting the process of Alliance accountability.
- Getting things done – leading community projects.
- Effective and efficient project and program delivery - recognising opportunities, addressing the issues and building capacity for a smooth transition.

The focus of this meeting is to provide an update on the Alliance achievements this month, the State Public Transport Master Plan and a Community Status report.

The meeting purpose is to:

- Provide a project update including updates on the MRS, Improvement Plan, Aboriginal Heritage and drilling program, the Precinct Plans and Hutton Street;
- Present the State Public Transport Master Plan during the public comment period; and
- Provide an opportunity for the community to do a status report on where we are and where we are going.

The meeting agenda is provided at Attachment One. A list of workshop participants is provided at Attachment Two.

Linton invited comment on the previous minutes. No changes were requested to the minutes.

2. PROGRAM UPDATE

2.1 PMO

Nanette Garland and Daniel Heymans provided the PMO update.

Metropolitan Region Scheme (MRS) Amendment

- MRS Amendment 1173/57 has been adopted by the WAPC and forwarded to the Minister for Planning with a recommendation for approval.
- Providing the Minister gives approval the amendment will be gazetted and will:
 - replace the primary regional roads reservation within the Stirling City Centre from just north of Jon Sanders Drive to the Mitchell Freeway with City Centre zone.
 - rationalise Scarborough Beach Road to 42 metres from Odin Road to King Edward Road.
 - The 42 m reserve is necessary for the road to facilitate bike lanes, light rail and increase amenity.

Improvement Plan

- The WAPC made a recommendation to the Minister for Planning that land contained within the Stirling City Centre structure plan area be subject to an Improvement Plan.
- The Minister has approved the Improvement Plan which now requires the Governors approval prior to gazettal.
- The Improvement Plan will facilitate land tenure issues, for example:
 - Transfer of State lands to the WAPC.
 - Land exchanges as required to achieve project objectives (e.g. possible realignment of Ellen Stirling Boulevard).

Aboriginal Heritage and Drilling

- Approval from the Department of Indigenous Affairs (DIA) has been obtained to allow the installation of bores within the project area.
- This allows the sinking of necessary bores for the water testing program.
- Drilling should commence Monday 19th September.

Infrastructure Australia (IA) Feedback

Steve Alchin of IA recently visited the Stirling Alliance and explained that IA has 3 broad Tests:

- Strategic Fit
 - Alignment with National, State and Local policy and strategies.
 - Priority.
 - Fit within broader network eg. Light rail.
 - Need to show transport and land use integration i.e. infrastructure is required to realise policy targets.
- Economic Benefit
 - Robustness around public transport alternatives.
 - Light rail to have good economic benefit ratio. Need to include data frequency, hours of service, cost recovery, operating costs.
 - Stimulation or catalyst for development.
- Deliverability
 - Overall long term governance model is in place.
 - Legal agreement around delivery and operation eg. light rail.
 - Show genuine commitment to project and land use change eg. Statutory processes are in place – zoning, approvals.
 - Phasing already commenced and funded.

Business Case Update - Phase 1 Option

- State Treasury has requested a Business case for government investment decision. As a result to project Memorandum of Understanding (MoU) with Westfield has been placed on hold.
- The Business Case will be submitted in November to form the basis of 12/13 Budget Submission; and
- Staging/phasing is supported from State Government (treasury) and Federally (IA)

Phasing

- To show progress, build momentum and reduce peak debt phase 1 - Southern Precinct 3.5ha of developable land and 2ha of road and stream/open space
- Development is possible because:
 - we can tap into existing utilities on Scarborough Beach Road;
 - create amenity at same time;
 - relieve pressure on Ellen Stirling Boulevard to allow future realignment and/or raising; and
 - potential for affordable housing in the short term.
- Scenario tests for
 - realignment and non-realignment of Ellen Stirling Boulevard; and
 - light rail provision and timing.

The Business Case will go to government to request an Investment Decision to be made for 2012/13 budget cycle. Staging and phasing becomes critical with stage currently around \$560M. We may be able to stage this in another way to spread the cash flows. The staging of the state government Investment Planning process is shown below.



The next steps in the planning process include:

1. Market analysis – impact of reduced parking, appetite for yields and land use mix, land development potential/impact;
2. Determine land release strategy eg. master plan the 5.5ha, small lot release;
3. Design workshop 27-29 Sep - design non realigned ESB option and light rail location;
4. Ongoing environmental analysis;
5. Further work on funding mechanisms; and
6. Determine delivery governance.

Daniel Heymans presented the following key points.

Hutton Street Extension

- Working with landowners to secure reserve

Innaloo Detailed Area Plan

- Final draft plan prepared
- Awaiting feedback from working group

Woodlands Detailed Area Plan

- Awaiting final draft plan
- Meeting with working group late Sept – early Oct

Daniel explained that 51 submissions were received as part of the Structure Plan comment period. No consolidation of the feedback has been undertaken to date and will soon commence.

The planning timeline from here is shown over the page. Daniel noted that a design workshop will be held during September to consider planning opportunities in various transport configurations



A short question and answer session resulted as summarised below.

Q	What is the purpose of the design workshop?
A	It will consider the possible realignment of Ellen Stirling Boulevard and contingency plans if it is not realigned. There are capacity limitations, land use transport and other implications of not realigning Ellen Stirling Boulevard and we need to get this right. The workshop will look at available scenarios
Q	Has Westfield prepared any plans for their development?
A	There are plans extending back considerable time with many issues to resolve. Stephenson and Ellen Stirling Boulevard are critical considerations.
Q	Is a realignment of the drain proposed as part of the plan?
A	Yes with considerable public amenity resulting as well as economic benefits.
Q	Will the realignment affect water flows?
A	That is the work that is being done to confirm the associated impacts
Q	What about the light rail if stage 1 only?
A	This is being considered as part of the planning workshop in September in various configurations. Stage 1 does not provide for light rail.
Q	If Ellen Stirling Boulevard is raised will Oswald Street link with Howe Street as the only exit?
A	No, other access and egress points will be provided. If the investment decision is approved we can continue the design discussion with Westfield.
Q	If we go ahead with stage 1 part 1 does it prevent light rail in the future?
A	We are not sure and we need market feasibility to show the demand as part of the justification.

Other discussion noted that:

- Negotiation of the extension of Hutton Street to Walters Drive are continuing and seek a balance of incentives and win-win outcomes to agree a planning solution with affected land owners. Further extension of Hutton Street to Jon Sanders Drive requires land resumption with existing buildings in place and directly affected by it;

- The Innaloo Detailed Area Plan (DAP) plan has been prepared will go to community soon and then Council in November;
- The Woodlands DAP is lagging behind Innaloo and meeting with Woodlands group later this month;
- The Structure Plan can't be adopted until the amendment is finalised in April/June 2012 subject to Council adoption; and
- Approval of the DAPs is expected around June 2012.

2.2 ALG

Jeff Fogarty provided the ALG update noting that:

ALG Presentation to the Board

- The ALG made a presentation to the Board separate to the Community and Business recommending the following immediate actions:
 - Appoint a Board Chair to actively champion the project (highest level, Premier);
 - Appoint an Independent Chair/Project Director with wider skills.
 - Include an additional Project Owner (Delivery agency/ies).
 - Redefine the role of the ALG – smaller with delivery focus.
 - Invigorate Alliance Health.
 - Deliver projects that realise the vision and demonstrate commitment and progress e.g. Smart Roads, LRT and Community Led Projects.
- Sub Alliance updates were provided for:
 - Environmental Sub-Alliances; and
 - Community Sub-Alliance.
- Board Feedback on Governance Workshop.
 - Submissions were well received.
 - Good discussion resulted.
 - Recognition of the enormity of the task and the need to plan for delivery.

Jeff added that:

- ALG and CLG presentation were similar with common themes:
 - Alliance Champion needed;
 - Independent Chair;
 - PD with wider skills – commercial and other; and
 - Include an additional Project Owner – eg LandCorp with development skills.
- The ALG has been very effective but needs to change as we move to delivery;
- There has been mutual exchange of ideas and concepts between government agencies, the community and other stakeholders;
- There is good exchange and communication at ALG level with senior agency representatives involved in a collaborative way;
- We have both sides of government supporting the project and we need to maintain this support.

More information was sought on the Sub-Alliances and it was noted that:

- Environmental – Infrastructure Working Group – services and utilities tender with procurement for advertising to provide specialist support services along with others.

- All of the briefs will help progress the vision for a sustainable 21st century vision – water, energy and other.
- Community – Self Explaining Roads and DAP's as examples.
- Woodlands Working Group progressing DAP for that area.
- Affordable Housing Group meeting to progress this issue.
- Landscape Working Group progressing draft brief. A community representative will be included with a number of nominations received. City of Stirling landscape architects involved to ensure consistency.
- A tender will be called for landscaping services.

2.3 Board

Peter Scales provided a Board Meeting update noting that the last Board meeting was held on 14th September 2011 and considered:

- A project governance update;
- The Development precincts; and
- Baseline Business Case and overall Investment Decision.

Peter noted that:

- He is representing the community interest at Board, ALG, CLG, Sub-alliance and other meetings;
- The Board didn't make any decision on governance with the Project Owners agreeing that no radical change is needed at this time with more important issues to be addressed;
- Collaborative consultative processes will continue as the project continues to be progressed;
- It is difficult to get all of our senior government Board representatives together given their busy schedule;
- Government funding is tight with many projects competing for available funds with decisions of this scale requiring political support;
- We are also hoping to attract IA funding in the future;
- We have a lot going for us including:
 - Community on side;
 - We are approaching the election cycle with an opportunity to present our case for political support;
 - Available land and a vision for the future; and
 - A sound case to seek funding for Stephenson Boulevard from Scarborough Beach Road to Cedric Street and light rail.
- Mirrabooka is government's preferred light rail route. Glendalough to Stirling is another proposed route in an area that represents the biggest employment zone out of the CBD. Mirrabooka is proposed for inclusion in phase 1. The Stirling to Glendalough link is not scheduled but could be brought forward with a sound Business Case;
- Congestion is a challenge that is best served by light rail and we need to break the circular loop of barriers to progressing this project;
- Government's approach is usually to provide Bus Rapid Transit (BRT) then go to light rail in time and we need to get past this thinking; and
- CoS has conditionally committed \$34M for light rail subject to state government commitment to proceed.

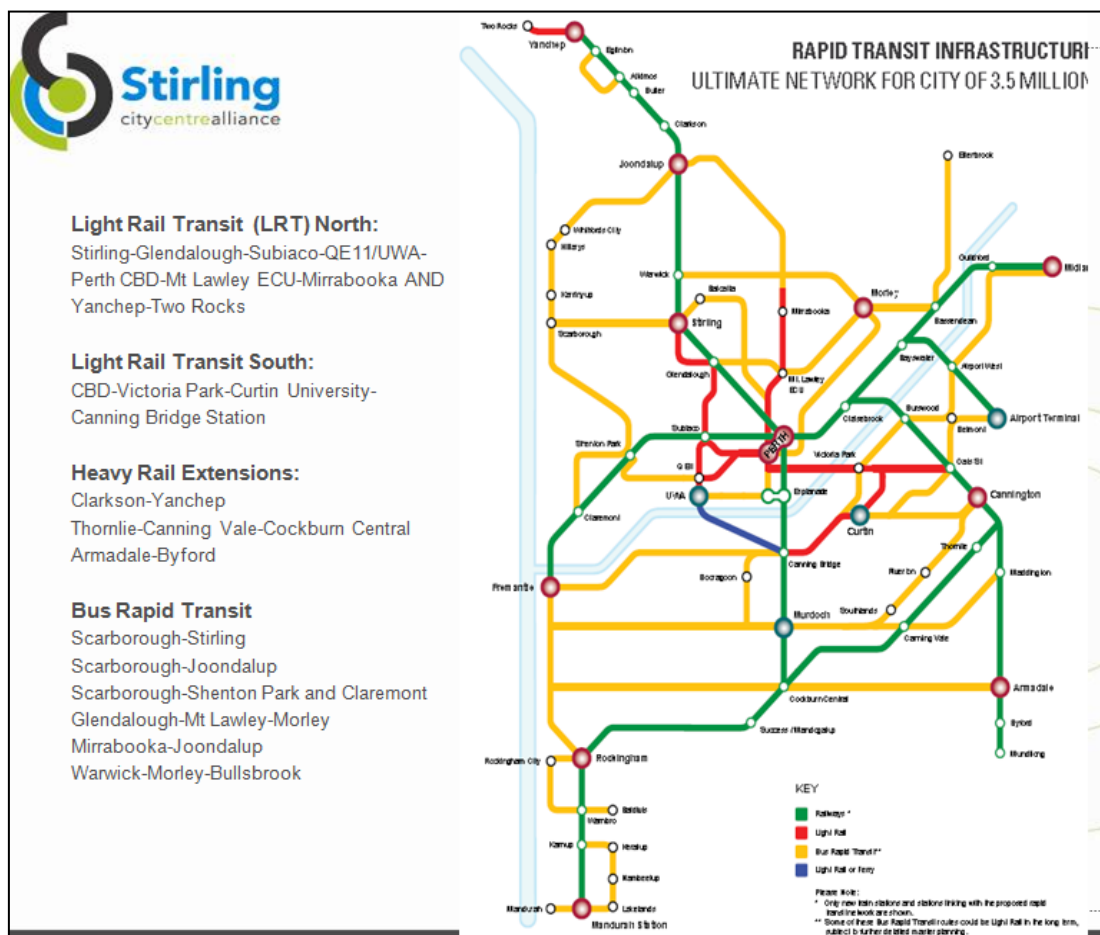
Questions and answers from this session are summarised below.

Q	Private funding has been mentioned such as superannuation. Will that be considered?
A	There are considerable impacts and machinations to be considered with long lead times. We now have a Treasury member in the Alliance office on a daily basis to progress this and other funding opportunities.
Q	There are two major differences for light rail here. They are: 1. Convenience; and 2. Efficiency. Both are available and the other priority links are a “want” but not a “need”. We have a transport need to build a city of the future. Is it more feasible to run light rail from Glendalough to Westfield and then consider subsequent staging to Stirling Station of Scarborough Beach?
A	The Mirrabooka link is needed but passes through a congested area with many difficulties to implement. Staging is an option and exists in many different forms.

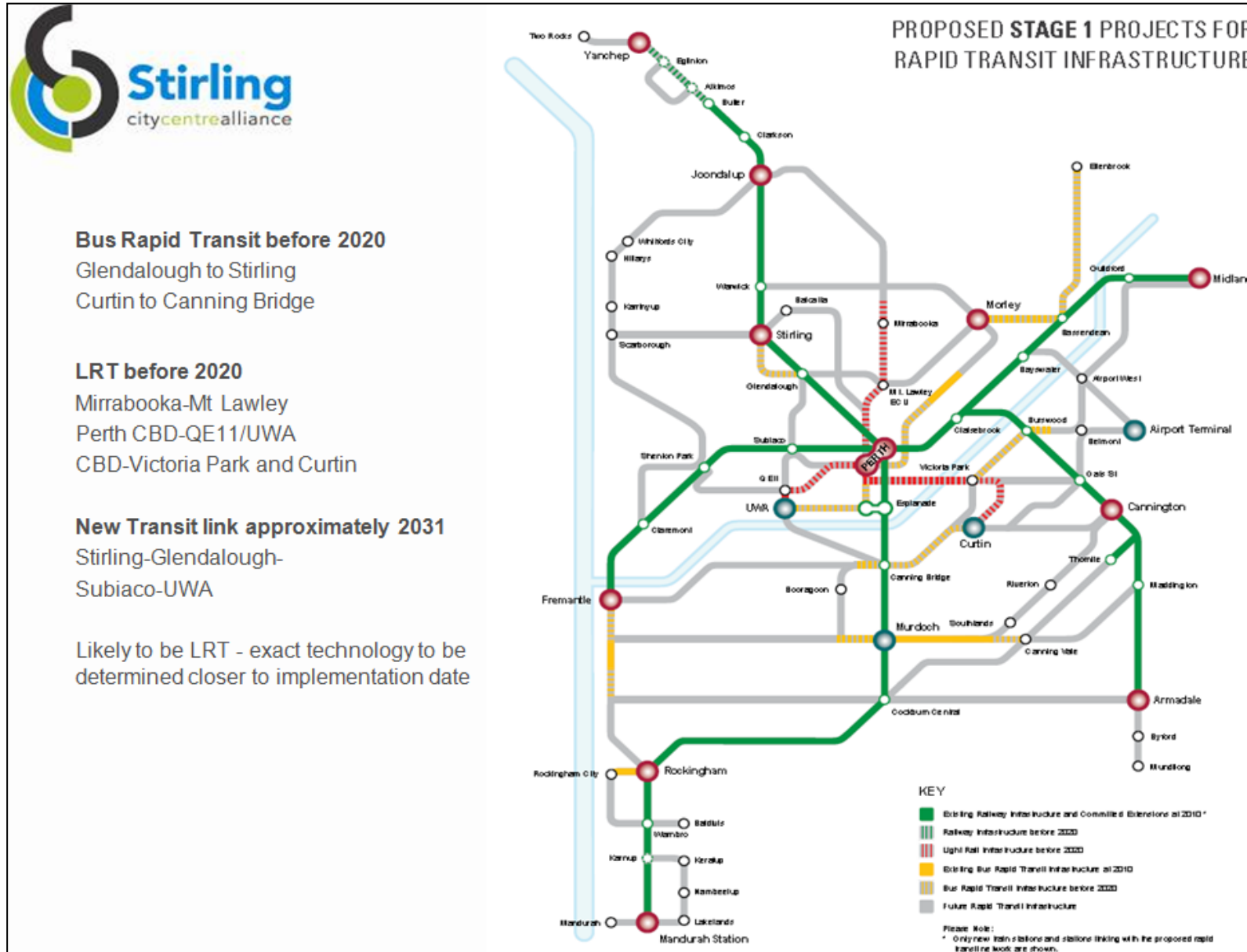
3. STATE PUBLIC TRANSPORT MASTER PLAN

Stephen Kovacs provided an overview of the State Public Transport Master Plan explaining that:

- The State Public Transport Master Plan is shown schematically below;



The proposed staging of the plan is as shown below.



The Alliance Perspective is that it is:

- Great to see Stirling to Glendalough link acknowledged;
- Good to see Scarborough Beach Road identified as a transit corridor;
- Disappointing to see that our Light Rail Transit is not endorsed as a project by 2020;
- Comment on the plan can be made via submission and view the plan at: <http://www.transport.wa.gov.au/aboutus/23281.asp#23289>
- Interested community members can participate in the online survey at: <https://www.surveymonkey.com/s/PTP2031>

Stephen Kovacs noted that:

- We have received nominations from potential participants in the Infrastructure Working Group. We will build on earlier work and present the green infrastructure argument;
- We are also seeking community representatives on the landscaping and urban form group;
- An on-line Public Transport Master Plan survey is available from the Public Transport Plan 2031 web page via www.transport.wa.gov.au;
- The current Public Transport Master Plan shows the Stirling City Centre to Glendalough link as a light rail link along with other regional links;
- Timing was of concern to Alliance Team members with the plan currently showing 2031. The Alliance feels that this should be brought forward to the next 5 years or so;
- The other concern from an Alliance perspective is that Stirling will significantly grow and yet the Morley to Warwick link is included as a greater priority with no link from the Northern suburbs rail line to the Midland lane via ECU Mt Lawley; and
- Earlier work has also shown the need for heavy rail provision in future planning linking the airport to the west via Tonkin Hwy.

A question and answer session followed as summarised below:

Q	BRT from Glendalough to Stirling implies on road bus facilities. Does this limit the potential to progress to light rail?
A	The Public Transport Plan is not funded and the cost of BRT and LRT are not that different. Both involve significant investment. We hope that BRT is not the first stage as part of an incremental solution. Both Bus stations are at capacity (Stirling and Glendalough) and major investment is needed to provide additional capacity.
Q	Why isn't government more adventurous and business like and invest in a monorail or other solution?
A	We met with political representatives to consider these and other opportunities.
Q	Do we really have the full support of Council?
A	Yes, absolutely with unanimous Council support for elevating the priority of Glendalough link above Fitzgerald Street.
Q	Are we serious about reducing traffic with IKEA and others dealing with bulk flat pack "Do It Yourself" products?

A	<p>We need to reflect people’s choices and preferences and influence their behaviours over time. We will work with the current model and look for opportunities to avoid making the current challenges worse by allowing more showrooms to result in the future.</p> <p>This is the biggest show room strip in Australia and we are working to prevent that in the future. The planned changes to the SP will limit this in the future.</p>
Q	How is “show room” defined?
A	Bulky goods generally.
Q	What impacts of the station car park?
A	It is another challenge for entrenched travel behaviours.

4. COMMUNITY STATUS REPORT

Linton invited comment from meeting participants on the relevance and success of the CLG for the future. In particular two questions were put to the meeting. They are:

- Do you feel a sense of achievement and value in coming to our CLG meetings and being involved in the project?; and
- Are we making progress? If not where should we direct our efforts in the future?

The resultant feedback is shown below.

4.1 Sense of Achievement

Do you feel a sense of achievement and value in coming to our CLG meetings and being involved in the project?

- These meetings are seen as valuable for Peter Scales but it is disappointing that we don’t get wider involvement. Can we get other community groups involved to broaden the net?;
- External speakers may be beneficial to provide counter views and encourage informed debate. This could include town planning and other topics. The risk is that we create a talk fest;
- Community led projects are a good idea but there is frustration at the rate of progress;
- We need opportunities to meet with and build a relationship with Council staff to collaboratively solve traffic, litter and other problems working towards common goals;
- The message presented by the community at this and other forums does make its way back to the decision makers and produce results;
- The broader community view is that there is a level of frustration and suggestions for traffic interventions. There is doubt that things will change and that nothing will be put back into the community. Without action people will lose interest and it will continue to be difficult to attract more people to these meetings. There have been some local area improvements near Scarborough Beach Road, Odin Road and McDonalds and this provide encouragement to expand this further;
- There is a gap between community expectations and what Council is providing with a resultant feeling of disempowerment with limited feedback. There has been change at Council and this level of engagement is unparalleled. State government faces the same challenges;
- A recent positive example is the effect of community attitudes and changing expectations over time. What is seen as community voice at Cottesloe is seen as belligerence at Scarborough;
- The recognition of this project at cabinet level is acknowledged and Jeff Fogarty thanked John Kobelke for his support recorded recently in hansard;

- The Alliance is facilitating modifications to Liege Street with the first meeting planned for later this week to progress this initiative. Daniel will progress this and report back in the future. Daniel noted that experience elsewhere has shown 15 years of planning and lobbying to deliver projects such as light rail;
- This project is very different to the Scarborough Environs Area Strategy (SEAS) project and there is confidence in the team working on this project such as Peter Scales and the commitment he has made to this project and his community. We have a level of confidence and a will to understand and participate in the process. We shouldn't lose faith in this and continue the push for successful outcomes;
- People power does work and we should continue to press for change with petitions or other legal mechanisms we see as appropriate. Liege Street calming initiatives have been supported by council and adopted. Don't lose heart but there may also be reasons why some things can't happen;
- We need to involve people more widely particularly for young people and young families. We could do this via clubs and other existing groups to encourage involvement;
- Guest speakers would be useful to present information but must be balanced with action and progress to deliver light rail and other initiatives;
- A more action focused approach would also help with community support and follow up subsequently;
- Daniel noted that Working Groups also attract participants to local area planning endeavours; and
- The City of Stirling continues to work with state government to ensure our priorities and this project are understood by government. It is community support that will help get this project over the line.

4.2 Progress

Are we making progress? If not where should we direct our efforts in the future?

- The meeting is valuable and contributes to what we are trying to achieve. The earlier meetings held at Maureen Grierson Centre were well attended. We tend to focus on local area planning and may need to focus on other community issues to get action and attract more people; and
- A mix of talk, actions and ideas would be welcomed.

5. NEXT STEPS

Future actions will include:

- Future meeting dates and upcoming events:
 - Next CLG meeting Wednesday 12th October;
 - Next Month – Dylan Griffiths of the City of Stirling Strategic Planning will be coming to talk to the CLG;
- The Community Action Plan is suggested as a future CLG topic.

The Alliance will be looking at a Cabinet Investment Decision later in the year and that is a critical milestone one way or the other. The Alliance (Board and team members) are seeking to continue the project with funding commitment and pressure for state and then federal government support. There are many state and federal funded projects in WA now and we need to attract similar funding commitment.

In any event the next few months will be telling.

The meeting closed at 8:30pm.

ATTACHMENT ONE - AGENDA

CLG Mission

Putting the People First – *working together to achieve better social and economic outcomes and building a strong civic identity for the Stirling City.*

CLG Role

- **Informed decision-making** - through effective communication, transparency of process, community involvement and accessible information.
- **Accountability** – supporting the process of Alliance accountability
- **Getting things done** – leading community projects
- **Effective and efficient project and programme delivery** - recognising opportunities, addressing the issues and building capacity for a smooth transition.

Meeting Purpose

The purpose of the monthly CLG meeting is to provide a forum for:

- Information exchange
- Enabling active community support and involvement in the development of the new Stirling City Centre

September Meeting Focus

Updates on the Alliance achievements this month, the State Public Transport Master Plan and a Community Status Report.

AGENDA

START AT	ITEM	BY
6:00	LIGHT MEAL ON ARRIVAL	
6:10	Welcome, meeting purpose, process and apologies	Linton Pike
6:15	Program Update <ul style="list-style-type: none"> - PMO - ALG - Board 	Nanette Garland/ Daniel Heymans Jeff Fogarty Peter Scales
7:15	State Public Transport Master Plan	Stephen Kovacs
7:45	Community Status Report Discussion	All
7:30	Community Action Plan <ul style="list-style-type: none"> - Brainstorming of projects 	All
8:15	Next steps <ul style="list-style-type: none"> • Future Meeting Dates and Upcoming Events • Suggested CLG future CLG topics • Community Action Plan • Dylan Griffiths from the City of Stirling - Strategic Planning 	Stephen Kovacs
8:30	Close	

ATTACHMENT TWO - WORKSHOP PARTICIPANTS

STEPHEN KOVACS	CITY OF STIRLING
MARIO VALENTI	DE GREY ST
INES MIOTTI	DONGARA ST INNALOO
KEVIN WILLIAMS	LIEGE ST WOODLANDS
JOHN FOSTER	PRECINCT 5
JOHN KOBELKE	MEMBER FOR BALCATT
VINCE FURFARO	
NANETTE GARLAND	STIRLING ALLIANCE
KAREN MASON	C3 BEACHWAY
KOERT VALD	C3 BEACHWAY
ELIZABETH DOHERTY	PRECINCT 5
DAVID DOHERTY	PRECINCT 5
LAYNE MONKS	WEMBLEY DOWNS
M DI LORITO	PRECINCT 2
MEGAN PAVEY	OSBORNE PARK
STEPHANIE PROUD	DOUBLEVIEW COUNCILLOR
JEFF FOGARTY	SCARBOROUGH & DISTRICTS PROGRESS ASSOCIATION (ALG)
PETER SCALES	BOARD