

STIRLING CITY CENTRE
Community Leadership Group #14
369 Scarborough Beach Road Innaloo
6:00pm – 8:30pm, Wednesday 13 October 2010
WORKSHOP SUMMARY

1. WELCOME, WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator), welcomed participants to the meeting and outlined the purpose and agenda for the CLG meeting. The meeting provides a forum for information exchange and support community involvement in the development of the new Stirling City Centre. The purpose of the meeting is to:

- Present project schedule update;
- Structure Plan presentations; and
- Governance and the Way Forward - City and Community Discussion.

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

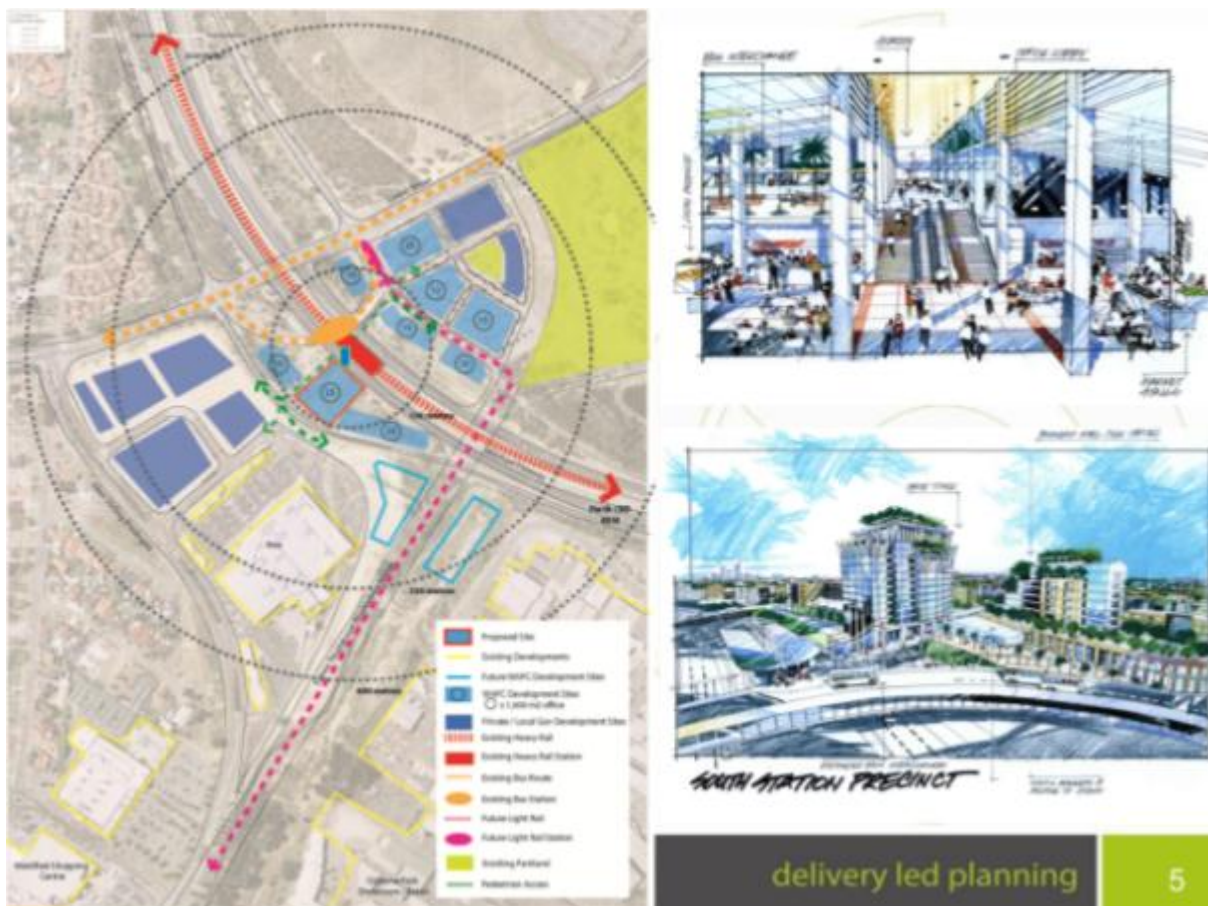
2. PROJECT SCHEDULE AND UPDATE

2.1 Building Management and Works EOI

Philip Elliot of the Stirling Alliance explained that the Department of Building Management and Works' calls for Expression of Interest for the provision of government office space noting that:

- The EOI seeks to relocate 60,000 to 80,000m² of existing office space in the Perth CBD to metropolitan activity centres as defined in Directions 2031 and Beyond.
- Called an EOI for 15-25,000m² of leased office accommodation in centres
- EOI opened 1 September 2010 and closed 29 September 2010
- DTF / BMW not obliged to short-list any proponents and may reject any / all of the submission.
- A shortlist of preferred respondents will then be invited to respond to a more detailed Request for Proposal in the period from November 2010 to June 2011
- The Stirling Alliance made a submission via WA Planning Commission including a letter of support from the City of Stirling.
- The submission identifies multiple site opportunities on government owned land around Stirling Train Station.
- Included a development concept for site immediately south of Stirling Train Station.

An indicative layout plan was presented as shown over the page.



Milestone	Commencement	Completion
Refine key goals, timeline, viability	Now	End of December
Advertise RFP	February 2011	April 2011
Assess RFP responses	May 2011	June 2011
Invite / negotiate proposals.	June 2011	March 2012
Obtain all clearances and approvals	June 2011	March 2012
Finalise contract	March 12	May 2012
Construction	May 2012	September 2014
Commission and fit out	September 2014	February 2015

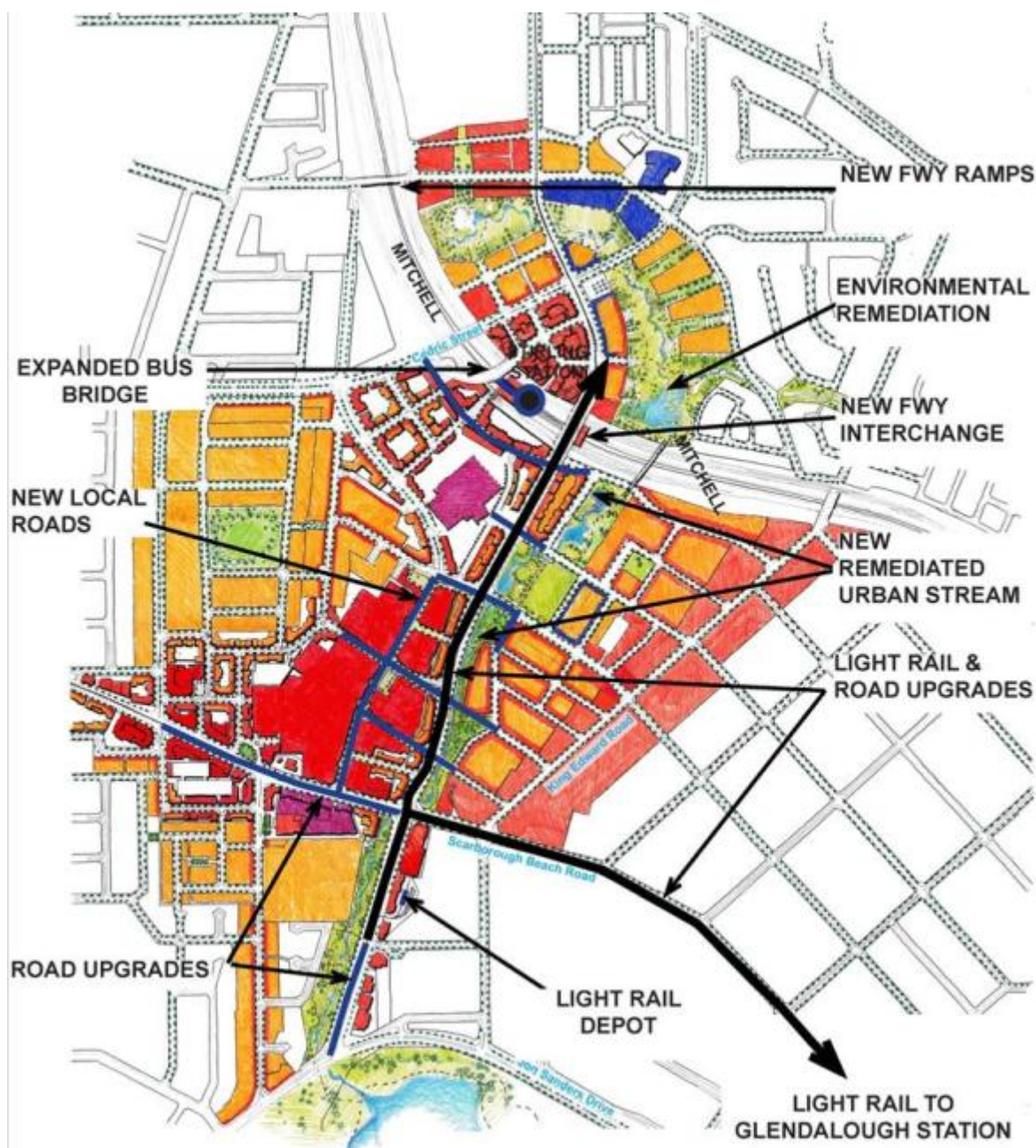
Subsequent discussion identified the following points:

- Parking provision would be made beneath the development sites with topographical level differences already in the area.
- Rail patron parking provisions will be made beneath the building however the Alliance is trying to reduce parking provisions to maximise the potential for other land use.
- A number of squares will be provided and are identified in the Structure Plan soon to be released for comment. High quality spaces are needed as community meeting places with different land uses in place – markets, etc.
- Parks and open space need to be provided early in the process to provide amenity. We will seek to do so as the project develops over time. The green corridor in a key part of the plan as well. More detailed planning will be done as part of the Detailed Area Plans.

- Universal Access provisions are another key consideration especially for station access along the key linkage.
- The commercial viability of any development is an ongoing test for the project. The BMW building is probably viable in its own right it is the additional amenity that is not well understood with more work needed to consider the viability of including residential land uses. THE BMW EOI focuses on unit rental charges (\$/m²)
- Would BMW build the resultant buildings? No commitment or expectation has been raised with regard to construction with a number of options available if the bid is successful.
- Longer term public transport needs are considered in the Infrastructure Australia (IA) bid discussions with funding sought for light rail.

2.2 Infrastructure Australia (IA) Funding

Phil Elliot explained the Infrastructure Australia bid has progressed in accordance with the possible stage 1 development shown below



The project has progressed to the Threshold stage of preparedness in accordance with the IA assessment table identified below.

	Early Stage Initiatives address a nationally significant issue or problem, but the identification or development of the right solution is at an early stage.	Real Potential Initiatives in this category clearly address a nationally significant issue or problem and, there has been a considerable amount of analysis of potential solutions.	Threshold Initiatives in this category have strong strategic and economic merit, and are only not ready to proceed due to a small number of outstanding issues.	Actions Required	Ready to Proceed Initiatives in this category meet all of Infrastructure Australia's criteria.
Transforming Our Cities	✓	✓	✓	<ul style="list-style-type: none"> •Finalise planning •Environmental Investigations •Delivery Strategy 	2013/14
Adaptable and Secure Water Supplies	✓	✓	✓		2013/14

The bid is supported by two Business Cases explained below.

- **Business Case 1** – Stirling City centre is a viable project
 - Identified a preferred urban form – structure plan
 - **Successfully enabled funding 2010-2013**
- **Business Case 2** – Stage 1 with light rail from Stirling to Glendalough is the preferred scenario
 - Identifies role to play by local, state and federal government

The Alliance has the consolidated skills needed to deliver the project via:

- The Department of Planning and Transport for the delivery of major integrated land use and transport solutions;
- Main Roads WA for large infrastructure project expertise;
- LandCorp for major land development projects;
- Public Transport Authority for major rail infrastructure projects;
- City of Stirling for delivery of land use changes in a major urban context; and
- A range of service and utility providers and other project partners.

The benefits of the investment by IA to the community and Local government includes.

Broad Community Benefits

- Creation of a mixed use high amenity City Centre
- Improved Amenity
- Decreased traffic congestion
- Sense of Place in the community

Council Benefits

- Increase in value of Council Land (Stage 2)
- Increase in rate base

The benefits of the investment by IA to business community and landowners includes.

- Increased land carrying capacity
- Intensified local population catchment
 - ➔ increased retail expenditure
 - ➔ increased labour catchment
- Secondary catchment expansion
 - ➔ multi model transport model
- Decreased transaction costs
- Unlocking significant investment potential

The next steps in the IA bid include:

- Board endorsement of funding contributions (20 October 2010)
- Endorsement of Local & State Gov (Nov 2010)
- Forward to Federal Government (Dec 2010)
- Continual engagement & refine over next few years

Phil noted that the IA submission concludes that:

- The project has broad community support and in principle support from the property sector.
- The development industry requires a commitment to infrastructure before private sector investment is attracted.
- The development industry has indicated a willingness to support levies or special area rates as long as they are applied widely and equitably.
- Alliance to continue to work with the community & business sector

Subsequent discussion identified the following points:

- Is there room on Scarborough Beach Road to include all the elements identified? Provision has been made but some land will have to be purchased or incentives or bonuses put in place to make the land available to the project.
- What impact for existing buildings? Limited impacts anticipated and more likely to affect landscaping than buildings.
- When would this be likely to start? Works would not be starting in the short term. The bid is ambitious and dependent upon funding with construction unlikely to commence before 2013.
- Is all work reliant upon IA funding? Mostly with some funding available to the alliance for project development work. The state and local governments have funded the project for planning and preliminary design work until then.
- The train station parking timeline has not yet been developed. Lease agreements are in place for current and future planned car parks in the medium term.
- How do we get past pre-requisite and inter-dependent needs and approval requirements? It is a difficult and challenging issue. Parking and public transport are good examples and we are looking at parking provisions as part of the city access strategy.

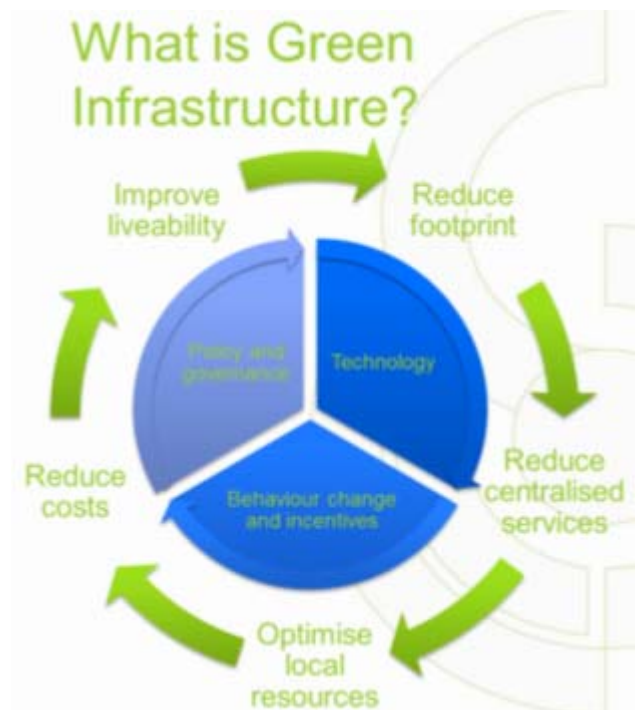
2,3 Green Infrastructure

Stephen Kovacs explained the Green Infrastructure initiative noting that:

- Green Infrastructure Study conducted by Parsons Brinkerhoff
- Green Infrastructure Study is a high level report that identifies 3 concepts:
 - Business as usual
 - Best available technology

- Global best practice
- Study has highlighted limitations and high cost of business as usual scenarios
- Report is recommending that further detailed analysis be undertaken of the two innovative options including a benefit cost analysis.

The initiative will give consideration to all elements shown diagrammatically below.



Green Infrastructure targets are shown in the table below.

Item	Best available technology	Global best practice
Building performance	Minimum 5 star building rating (Green Star)	Minimum 6 star building rating (Green Star)
Electricity – Peak demand (residential)	2 kVA (ADMD) per dwelling	2 kVA (ADMD) per dwelling
Electricity – Peak demand (commercial)	50% reduction on baseline	Zero peak from grid
Electricity – Usage (residential)	10 kWh/day per dwelling	10 kWh/day per dwelling
Electricity – source	50% renewable	100% renewable (net)
Water – Scheme	50 kL/person/year	Zero scheme
Water – Non drinking (all)	Zero scheme	Zero scheme
Water – Storm	100% capture (50% non drinking; 50% groundwater/wetlands recharge)	100% capture (50% non drinking; 50% groundwater/wetlands recharge)
Wastewater	50% re-use	100% re-use
Waste	50% organics capture	100% organics capture Net waste importer

The next steps in the development of the Green Infrastructure Plan include:

- Development of a **Detailed Infrastructure Plan**
- Computer modelling to inform technology options;
- Modelling will identify benefits and costs of these options;
- Can assess “triple bottom line” benefits and costs and;
- Identify up front and operational costs
- Identify a Preferred **Governance Model**;
- Provide a **Financing Options Plan**

Subsequent discussion identified the following points:

- Will the behavioural change considerations (associated demand profiles, power, water, etc) be considered? They have not been considered yet but the need to do so is recognised.
- Solar power production base costs have a long pay-back period as currently understood with limited life cycle for the associated technology. Is this achievable? Modelling is needed to demonstrate the likely costs and benefits before committing. There are many factors to consider as part of this assessment. The enthusiasm is influencing performance and we are improving our technologies and associated economies. We also have a Sustainability expert as a member of our Board to inform this debate.

2.4 Business Breakfast

Marie Verschuer explained that a Business Breakfast was held to inform business stakeholders of progress noting that:

- The breakfast was attended by around 120 people ($\frac{1}{3}$ landowners, $\frac{1}{3}$ business, $\frac{1}{3}$ government)
- The theme of the breakfast was working together and was opened by the Mayor
- Agenda
 - Alliance Approach – Role for the private sector
 - Structure Plan Update
 - Business Case
 - Infrastructure Australia Submission
- The Member for Scarborough provided the closing address to the meeting
- The Breakfast was subsequently positively reported in local paper

2.5 Precinct Planning Update

Marie Verschuer provided a precinct planning update for the Innaloo and Woodlands precincts as follows.

Progress with regard to the Innaloo precinct is summarised below:

- Met with Dongara street residents last night –agreed 4 storey
- Will finalise plans and return to group November
- Advertise early 2011
- Approximately 1year before adopted

The emerging preferred precinct plan is shown over the page.



Progress with regard to the Woodlands precinct is summarised below:

- Return to Precinct working group early November (consider Davis Court petition)
- Meet with Parkland Villas, Hakea Street residents
- Advertise early 2011
- Approximately 1year before adopted

The emerging preferred precinct plan is shown over the page.



Subsequent discussion noted that:

- Liege Street will offer mixed use opportunities in the future and transform to residential at Blackbutt Road in Woodlands. Where the mixed use development is close to the streetscape awnings are proposed to provide a sheltered walkway with slightly bigger setbacks in the residential area.
- The Alliance is working with local residents, business and community to identify a better and safer streetscape for Liege St with an improved northern entry point. It may be possible to include a pedestrian crossing phase at Scarborough Beach Road to establish a slower driving environment that is safer for pedestrians. This is being progressed as a community led project for the future. Traffic calming devices are also being considered through this area and within Innaloo. Speed sensitive interventions also being developed to encourage the desired behaviours and will be adopted as soon as possible.
- Overpass options have been considered for use across Scarborough Beach Road but discounted due to current trends away from this approach.

3. THE ALLIANCE AGREEMENT AND PROJECT GOVERNANCE

Linton Pike explained that the Alliance Agreement established between key project stakeholders has expired and is being reviewed and updated. The process is also looking at governance arrangements as the project moves to implementation and construction.

A series of workshops have been held to consider the most appropriate governance model for adoption. Linton noted that:

- Workshops included members of Government, City, business and CLG.
- Purpose to identify the governance model required to guide the next stages of Stirling City Centre development - IA requirement to ensure capacity to deliver
- Considered a number of different models including:
 - No change
 - Redevelopment Authority
 - Alliance with approval powers
 - Alliance with development zone
 - Partnership WAPC and LandCorp
 - Outcome Alliance to continue in current form with seeking some approval delegation – to be reviewed at key milestones

Subsequent discussion noted that:

- Private sell off of government land is not supported.
- The alliance with delegated state and local govt authorities seems appropriate but may not have the grunt to deliver.
- We need to address the potential for conflict of interest at agency level when delivering the project.
- Continuity over time needs to be considered and managed to ensure knowledge and information is not lost.
- The life cycle of the project needs to be considered in determining the governance model for the future and avoid adding more layers of bureaucracy.
- When this project started the message was that this is a unique approach. The thinking raises concerns about it returning to business as usual. The worry is that as things happen there may be a need for ongoing improvement or refinement and to maintain ownership over time. It is great that we have been involved and influencing and this sort of process should continue.

- Having access to this building and the people directly involved gives the community confidence for the future.

4. NEXT STEPS

The next meeting of the CLG will be toward the end of the year.

The meeting closed at 8:10pm.

ATTACHMENT ONE - AGENDA

STIRLING CITY CENTRE

Community Leadership Group #14

369 Scarborough Beach Road Innaloo

6:00pm - 8:30 pm, Wednesday 13 October 2010

WORKSHOP OBJECTIVE

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:

- Present project schedule update
- Structure Plan presentations
- Governance and the Way Forward - City and Community Discussion

AGENDA

START AT	ITEM	BY
6:00 pm	LIGHT MEAL ON ARRIVAL	
6:10 pm	Welcome, meeting purpose and process	Linton Pike
6:15 pm	Project Schedule and Update <ul style="list-style-type: none"> • Building Management and Works EOI • IA Funding • Green Infrastructure • Business Breakfast • Precinct Planning Update 	Phil Elliot Stephen Kovacs Marie Verschuer
7:15 pm	The Alliance Agreement	Linton Pike
7:25 pm	Community Led Projects - City and the Community <ul style="list-style-type: none"> • Governance • Proposed CLG Terms of Reference 	Marie Verschuer All
7:45 pm	Next steps <ul style="list-style-type: none"> • Future Meeting Dates • Other Business 	Linton Pike
8:00 pm	CLOSE	

ATTACHMENT TWO - WORKSHOP PARTICIPANTS

NAMES OF ATTENDEES
Sam Radis
Kevin Williams
Peter Scales
Christine Holt
Ines Miotti
Peter Davis
Jason Coutinho
Vince Furfaro
Mark Davidson
Stephen Kovacs
Peter Kwiatkowski
Shoob Paul
Ron Tulliday
Glennys Marsden
Alex Maffei
Diana Pearson
Tony Perkin
Denise Perkin
Kathryn Broom
Chris Hatton