

**STIRLING CITY CENTRE**  
**Community Leadership Group #27**  
**Herdsman Lake Wildlife Centre**  
**6:00pm – 8:30pm, Wednesday 8 February 2012**

**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:

- 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.

Linton explained that the February Meeting focus is to provide a project update and information about the Alliance Business Cases.

Linton noted that the planned discussion with regard to the creation of the Citizens Group will be deferred as a result of a clash of meeting nights with the Woodlands-Doubleview Progress Association.

The meeting agenda is provided at Attachment One.

A list of workshop participants is provided at Attachment Two.

No changes were requested to the previous CLG minutes.

**2. BUSINESS CASE UPDATES**

Linton explained that two Business Case updates would be provided at the meeting:

- The Program Business Case; and
- The Stage 1 Transport Business Case.

The Program Business Case is for the overarching longer term urban renewal project and the Stage 1 Transport Business Case is seeking funding for stage 1 works in the short term.

The Business Cases are explained in more detail below.

**2.1 Program Level Business Case**

Phil Slater (of LandCorp) provided an overview of the Program Level Business Case which will be led by LandCorp noting the following:

**LandCorp is:**

- WA's Land and Property Development Agency
- All property sectors (urban, commercial, industrial)
- 4 Programs
  - Metro
  - Regional
  - Government Services
  - Industrial

**LandCorp’s Metro Role is described below:**

**Metropolitan Program Focus**

1. Activity Centres
2. Supplementary Land Supply – Infill & Greenfields

**Approach**

- **Policy** - work with Government Agencies & LGA’s
- **Delivery agent** for Government policy - ‘Directions 2031’
- **Bridge** - between Policy and Market
- Infill Delivery Focus = **increasing complexity**
- **Place + People** - Based Approach
- **Project Lifecycle**
- **Built Form:** Innovation + Demonstration
- Increase **partnering** opportunities

**LandCorp is involved in the planning and development of many of Perth’s planned Activity Centres including:**

- Alkimos;
- Clarkson;
- Joondalup;
- Stirling;
- The Springs;
- Claremont;
- Cottesloe;
- Murdoch;
- Cockburn Central;
- Cockburn Coast;
- Rockingham; and
- Mandurah TOD.

**The Stirling Business Case extends over the area shown in red below and must address the listed items.**



Contextually Stirling is:

- A metropolitan Strategic Activity Centre;
- City Centre for the Nth Corridor;
- Jobs: 30,000 = Ranked #2
- Dwellings: 6,300 – 9,000
- Students: unknown but relevant?
- Major Economic Driver? – Consumer centre or other?

Comparisons with other major Activity Centres are shown below.



A comparison of the centres is shown on the table below.

PROJECT:	STIRLING CITY CENTRE	MURDOCH	ROCKINGHAM CITY CENTRE	JOONDALUP CITY CENTRE
AC Classification	Strategic AC	Specialised AC	Strategic AC	Strategic AC
Size of AC Planning Area	328 Ha	345Ha	300+Ha	300Ha
Forecast Jobs (2031)	25,600 – 38,000	39,000	13,200	17,500 – 28,500
Forecast Dwellings (2031)	6,300 – 9,000	2,800 – 4,000	4,300 – 5,000	1,500
Forecast Students (2031)	?	20,000 – 25,000	?	?
Government Land @ Commencement	11ha Stage 1	8Ha (MUP)	50ha	300Ha

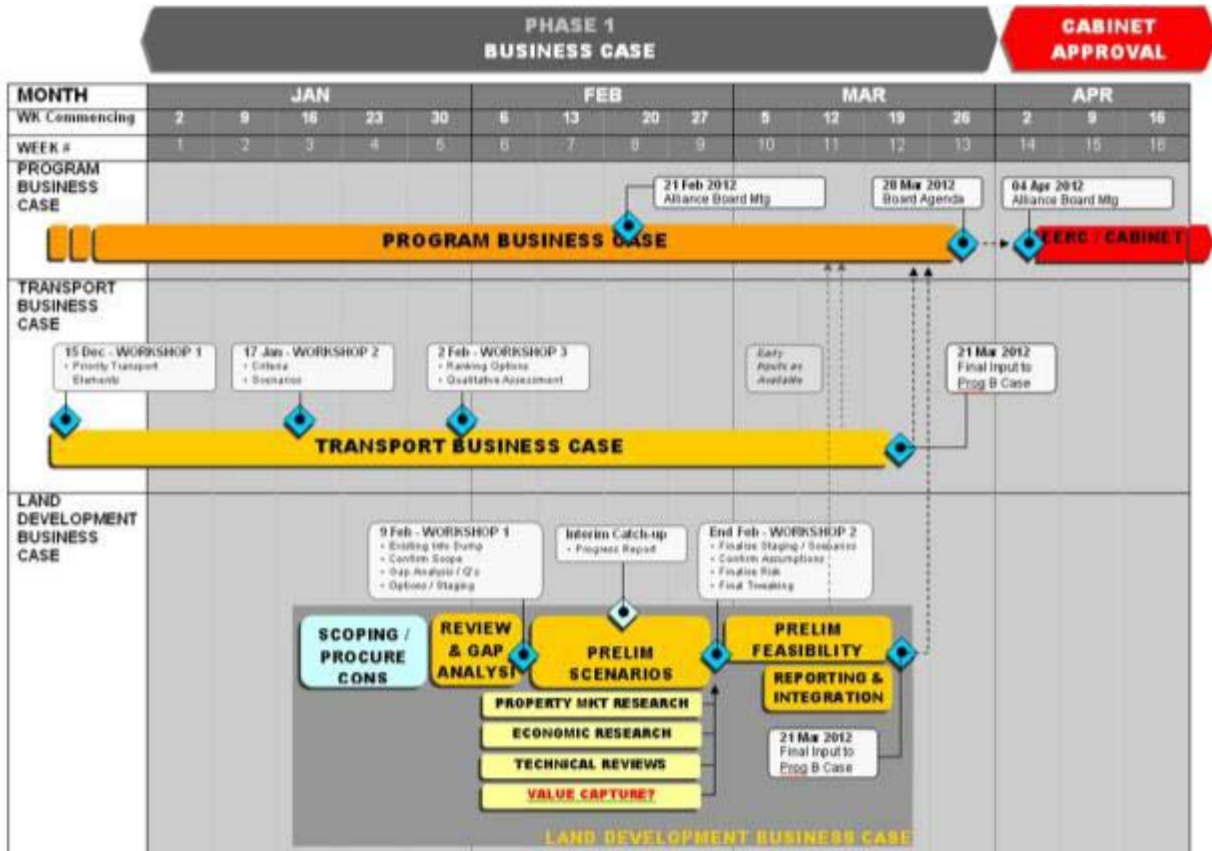
#### STRUCTURES + ROLES

STRUCTURES + ROLES				
Governance / Lead	Alliance Board	Governance Group	To be Determined	JDC / LandCorp*
Planning Agency	DoP Lead	DoP Lead (MAC) LandCorp (MUP)	City of Rockingham / LandCorp	JDC / LandCorp*
Land Development	To be Determined	LandCorp (MUP) Murdoch Uni SJOG	LandCorp (proposed)	JDC / LandCorp*
Statutory Mechanism	Improvement Plan Imp Scheme (proposed)	Conventional TPS	Conventional TPS	Conventional TPS
Dev't Control	To be Determined	City of Melville (Likely)	City of Rockingham (Likely)	City of Joondalup

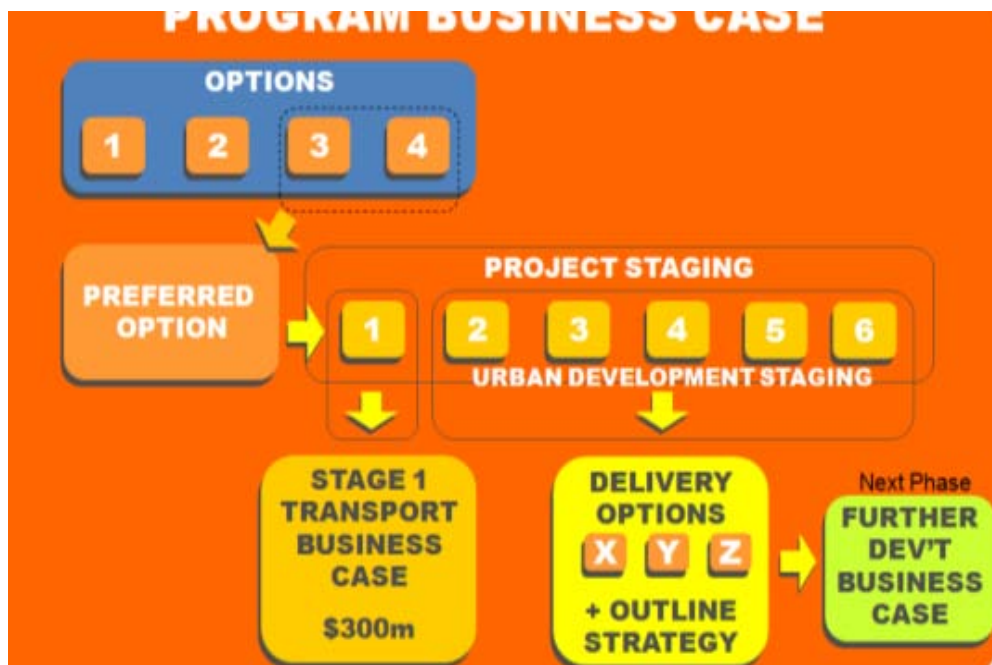
### STRUCTURES + ROLES

<b>Governance / Lead</b>	Alliance Board	Governance Group	To be Determined	JDC / LandCorp*
<b>Ongoing Management Role</b>	To be Determined	LGA or To be Determined	LGA	LGA

The Business Case Program is shown below.



The Business Case Structure is shown below.



Four urban renewal options have been identified as shown below.

### Stirling Option 1 – Do Nothing



### Stirling Option 2 – Basic Urban Renewal



### Stirling Option 3 – Moderate Urban Renewal



### Stirling Option 4 – Optimal Urban Renewal



The resultant Program and stage 1 Transport Business Cases may then be as follows.



A number of questions and answers arose from this session as summarized below.

<b>Q</b>	Are the options available to the community to study and make comment on?
<b>A</b>	<p>The options are still in the development stage and no brochure or other resource is available. The preferred options reflect the current planning outcomes.</p> <p>Various resources including the minutes of this meeting will soon be available on the project web site.</p> <p>An Open Day will also be held in March to present the more detailed options while respecting the earlier planning outcomes.</p> <p>The Alliance will ensure the images showing the options are available on the Stirling City Centre webpage.</p>
<b>Q</b>	Will the light rail go along Ellen Stirling Boulevard or Stephenson Avenue?
<b>A</b>	<p>The team will work with these options in the future and the planning process and ultimate transport study will clarify the final outcome.</p> <p>Earlier planning focused on Stephenson Avenue as the primary route but that has been reconsidered as part of a staging option with Ellen Stirling Boulevard playing a key role in servicing the retail core.</p>
<b>Q</b>	Is the inference that government will fund this project by virtue of the Business Case?
<b>A</b>	No, however the Stirling Alliance has been asked to prepare a Business Case and while there is no commitment we hope that government will support it.

<b>Q</b>	The Business Case has an economic focus – state, local and others on a Benefit Cost basis. The project is more about creating a sense of place. How will this Business Case present the non economic benefits? How will this be quantified and presented?
<b>A</b>	Social and other non economic benefits are qualitative and a benefit assigned wherever possible.
<b>Q</b>	What provision for student accommodation or living is made? Is it standard practice to take an open ended approach – what will be pursued with opportunities to fulfil a local need? Accommodation for TAFE and other students would be valuable with a recognised need.
<b>A</b>	It came from earlier assessment work and remains a consideration. The economic consultant team will consider this further.  <b>ACTION: Phil Slater</b> Alliance team members are planning to meet with the Dept of Education to consider possible opportunities.

## 2.2 Project (Transport) Level

Brendan Marsh of (Main Roads WA) explained the Transport Business Case noting that:

### MRWA task is:

By April 2012, prepare a business case for the first transport project:

- Up to \$300m in value;
- A stepping stone to the Stirling City Centre vision;
- Facilitate Transport Oriented Development;
- Improve regional traffic.

The business case will form a subset of the Program business case and also be capable of standing alone.

### The Process

- Three project scoping and prioritisation workshops held (convened through the Stirling City Centre Alliance).
- Determine feasibility and refine options
- Narrow the major risks through engagement and design
- Prepare “Basis for Design”
- Estimate the costs
- Quantify the benefits
- Prepare the business case
- Present to SCC Alliance Leadership Group on 28 March
- Present to SCC Alliance Board on 4 April

### Emerging Priorities

- Stephenson Avenue, including interchange;
- Mitchell Freeway improvements (e.g. Managed Motorways)
- East – west connections via Howe Street (initially connecting to Carbon Court) and Sarich Court;
- Dedicated public transport lanes along Stephenson (interchange to Howe Street), Howe Street (Stephenson to Ellen Stirling) and Ellen Stirling Boulevard (Howe to SBR);

- Improved Stirling Train Station pedestrian access;
- Additional lane on Hutton Street bridge;
- Principal Shared Path along Mitchell Freeway.

A number of opportunities exist for the Stephenson Interchange as shown in the diagram below and reflect:

- Opportunities to make maximum use of the existing freeway bridge pre-loading;
- Potential to provide direct access to the train station precinct for public transport;
- The resultant land development opportunities;
- Freeway connector/distributor road changes to provide god levels of connectivity.



Modifications to Hutton Street include the reallocation of existing bridge structure space used for pedestrian access for vehicle usage with alternative pedestrian access options to be provided elsewhere.



Ramp Signaling or Ramp Metering has been successfully applied in similar situations internationally as shown below.



**Some of the associated challenges include:**

- Ground conditions -> adjustment of Stephenson interchange
- Environmental approvals -> collaboration and adjustment
- Managing latent traffic demand -> managed motorways
- Governance clarity -> approved Project Governance Plan
- Previous cost exclusions and technical risks -> engagement and intelligent design proceeding to reduce costs and narrow risks
- “Main Drain” and utilities -> adjust Stephenson to avoid conflict and provide for future utilities along Stephenson

Questions and answers arising from this session are summarised below.

<b>Q</b>	Will Stephenson Ave works include the interchange with the freeway as listed in the priority works?
<b>A</b>	Yes.
<b>Q</b>	Is ramp metering proposed for the full length of the freeway?
<b>A</b>	This is the subject of another project with Kwinana Freeway going first for implementation around 2014. This project will take a Stirling City Centre focus but for the full length of freeway.
<b>Q</b>	Are the Hertha Road on and off ramps included in stage 1?

A	<p>There is an ultimate plan that allows for Hertha Road ramps and other inclusions including CD road modifications, Hutton Street extension, tunnel links from Stephenson to freeway etc.</p> <p>It is highly unlikely that Hertha Road ramps will be included in stage 1. Traffic modelling is being competed to provide technical confidence in the performance of the stage 1 solution using Paramix traffic modelling.</p>
Q	<p>The Business Case is a stepping stone to the vision. What will happen when the vision becomes a reality with associated growth?</p>
A	<p>This is factored into the modelling with provision for staged growth and development within the Stirling City Centre.</p>
Q	<p>How will the impacts of increased public transport usage be factored into forecast traffic volumes?</p>
A	<p>Public transport inclusions were not part of the earlier modelling work, however an allowance is made for anticipated vehicle based journeys to calibrate the traffic model to reflect likely share for private vehicle, public transport, walk, cycle, etc. The metro centres plan has not yet been factored into MRWA traffic forecasting model and we aspire for high levels of public transport usage</p>
Q	<p>Hutton Street bridge works is shown but why not the extension itself?</p>
A	<p>It is planned to extend Hutton Street to Walters Drive with ongoing negotiation required to get from Walters Drive to Jon Sanders Drive. The extension to Jon Sanders Drive is not likely as part of stage 1 works.</p>
Q	<p>Transit Oriented Development (TOD) implies a train station focus. How will Stephenson Ave complement the TOD?</p>
A	<p>The city centre needs a strong transport solution for all modes of transport. We are trying to remove regional trips and slow traffic through the city centre Mixed use development across the site will promote balanced public transport including bus, light rail and other elements over time.</p>
Q	<p>Is this going to work in the short term for Stephenson Ave and Cedric St?</p>
A	<p>Cedric south southern ramps will be removed.</p>
Q	<p>Will improved pedestrian access be provided to the station?</p>
A	<p>We are working towards the ultimate solution that reflects long term ramp changes. We will make sure that any investment is robust and not likely to become redundant as a result of future changes. The pedestrian bridge is not a definite inclusion but part of our current transport priorities.</p>
Q	<p>Will Cedric Street pedestrian access remain?</p>
A	<p>Yes and possibly be supplemented with something linking more directly with the city centre.</p>
Q	<p>Does the likelihood of a light rail bridge impact upon the Stephenson bridge crossing point?</p>
A	<p>While it will be a bus initially the bridge will be designed to provide adequate strength and geometry for light rail in the future. A pedestrian link from Stephenson direct to the station can be provided at stage 2.</p>

<b>Q</b>	Is there scope to increase the parking for park'n'ride as part of this plan?
<b>A</b>	This is unlikely with available land a mix of public and private land holdings. The intention is ultimately to create a Transit Oriented Development offering jobs, residential and recreational land uses.

Other feedback noted that:

- The direct railway pedestrian link from the city centre to the station is a critical inclusion from a community perspective;
- The resultant infrastructure will be a catalyst for future development and private sector investment that must be included in the Business Case to convince government of the resultant benefits; and
- State government has many priorities and this may be a long wait. This is why it is important to present a sound Business Case.

### 3. PROGRAM UPDATE

Stirling Alliance Program Director Nanette Garland provided an update for:

- The Stirling Alliance Program Management Office; and
- The recently lodged Challenger site development application.

The updates are summarised below.

#### 3.1 Program Management Office (PMO)

Nanette Garland provided the PMO update with additional information provided by Vanessa Randolph and Chaz Roberts noting that:

- Local Planning Scheme 3 (LPS3) – has been submitted to the EPA for comment and approval to advertise;
- The Draft Innaloo Detailed Area Plan (DAP) is approaching completion with one more meeting for the people in the Northern area of the DAP to be held on the 16<sup>th</sup> Feb;
- The Draft Woodlands DAP will be sent out for comments soon and a meeting of the Woodlands Working Group will follow.
- Community Led Projects – Community Petition to be tabled at Council 7<sup>th</sup> Feb, report on Self Explaining Roads to follow, designs of footpaths in the area completed:
  - Minilya Street – completion of footpath La Grange to Dongara
  - La Grange Street – completion of footpath (east side) from Roebuck Street to Cedric Street (integrating footpath alongside La Grange/Dongara reserve)
  - Hartog Street – La Grange to Dongara
  - Improvements to footpath in vicinity of Oswald Street roundabout to facilitate better access to shops and Ellen Stirling Boulevard.
- Challenger Development Application – Cinema Site
  - Assessed by the Development Assessment Panel in March/April
  - Advertising finished on the 7<sup>th</sup> Feb

Questions and answers received during this session follow.

<b>Q</b>	Is Council doing work in addition to the Business Case work?
<b>A</b>	Yes, as shown for the Glendalough and other precincts
<b>Q</b>	Will the proposed footpath improvements around the roundabout be discussed with the local community before adoption?

<b>A</b>	It is at the investigative stage only at the moment with potential to meet with Jon Offer when a viable design is known. The Alliance will arrange this. <b>ACTION: Vanessa</b>
<b>Q</b>	Which side of Hartog St will have a footpath?
<b>A</b>	This is not known at this time.

### 3.2 Development Application for the Challenger Site

Nanette noted that:

- A Development Application has been lodged for the northern area development;
- 10 submissions were subsequently received and most were supportive; and
- The SCCA has provided advice subsequently to progress the application.

<b>Q</b>	Does that include the additional road link proposed in the Structure Plan?
<b>A</b>	Yes, with a pedestrian link to Ewen Street.

## 4. NEXT STEPS

Nanette Garland noted that:

- Community stories and pictures are invited to record and preserve the history of Stirling and tell the story of earlier times;
- Aboriginal stories would be a valuable inclusion;
- Community Stories - Capturing the essence of the community through the spirit of the people;
- The Community Stories project aims to encourage people from within the Stirling City Centre area to share their personal stories and memories about the area;
- The project aims to engage with the community and help build the Stirling Alliance relationship with the community;
- Emerging themes from the Communities Stories project will potentially help to determine the social identity of the centre, which can be reflected in the design of the landscape and the built form;
- Selected stories will be displayed online and/or printed in a newsletter;
- You don't have to be an amazing writer; we just want to hear your story;
- **Would you like to be actively involved?** If you are interested in this project and would like to get more involved or if you have any ideas you would like to discuss please call Jo Nothling on 9205 7530. We are looking for people who could:
  - Speak to public organisations such as libraries about distributing flyers
  - Help edit stories
  - Spare time to help out with this project
- **For more information on how to submit a story or to see an example of a story submitted. Visit the Stirling Alliance website and select 'Share your Story' from the homepage.**

Future actions will include:

- Jeff Fogarty and Peter Scales will be at Innaloo Shopping Centre distributing flyers seeking Community Stories;
- A Listening Post will also be held at the Innaloo Shopping Centre in mid February 2012;

- An Open Day is planned for around 17<sup>th</sup> March to present the Transport Business Case;
- Woodlands Progress Association meeting dates and/or CLG meeting dates may change to avoid current conflicts. Marie Verschuer will address this with the Progress Association members;
- People who have previously shown an interest in the Citizen's Group may be contacted to further explore this possibility;
- Future meeting dates and upcoming events:
  - *Innaloo North DAP meeting 16<sup>th</sup> Feb;*
  - Nominations for the Urban Design and Landscaping working group. This working group is part of Community Wellbeing Sub Alliance – please contact us if you would like to nominate;
  - Listening Posts Feb 13 – 17 at the Innaloo Shopping Centre for the Stirling Strategic Plan;
  - Suggestions from community on speakers for CLG for the next 6 months;
  - Are there any topics that you would like to see included in the CLG agenda in the future? Please let us know!

The meeting closed at 8:15pm.

## ATTACHMENT ONE - AGENDA

### STIRLING CITY CENTRE ALLIANCE Community Leadership Group #27

Herdsman Lake Wildlife Centre

6:00pm – 8:30 pm, Wednesday 8 February 2012

#### 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

#### February Meeting Focus

Project update, information about the Alliance Business Cases, 6 Month outlook for the Citizens Group.

Apologies, due to the clash with the Woodlands-Doubleview Progress Association Meeting the Citizens Group item has been postponed and the meeting will finish earlier

	ITEM	BY
6:00 pm	LIGHT MEAL ON ARRIVAL	
6:10 pm	Welcome, meeting purpose, process and apologise	Linton Pike
6:15 pm	<b>Business Cases</b> Program Level Project (Transport) Level	<b>Phil Slater (LandCorp)</b> <b>Brendan Marsh (MRWA)</b>
7:15 pm	<b>Program Update</b> PMO DA Challenger discussion and update	<b>Daniel Heymans</b>
8:00pm	<b>Next steps</b> • Future Meeting Dates and Upcoming Events • Suggested future CLG topics	<b>Marie Verschuer</b>
8:05pm	Close	

## ATTACHMENT TWO - WORKSHOP PARTICIPANTS

<b>MARIE VERSCHUER</b>	<b>STIRLING ALLIANCE</b>
<b>VANESSA RANDOLPH</b>	<b>STIRLING ALLIANCE</b>
<b>MARK SMITH</b>	
<b>KEVIN WILLIAMS</b>	
<b>YEVGEN SALAMATIN</b>	
<b>PETER SCALES</b>	
<b>SAM GENOVESE</b>	
<b>SANDRA GENOVESE</b>	
<b>CHRISTINE HOLT</b>	
<b>DANIEL HEYMANS</b>	<b>STIRLING ALLIANCE</b>
<b>BRENDAN MARSH</b>	<b>MRWA</b>
<b>NANETTE GARLAND</b>	<b>STIRLING ALLIANCE</b>
<b>CHAZ ROBERTS</b>	<b>STIRLING ALLIANCE</b>
<b>STEPHEN KOVACS</b>	<b>STIRLING ALLIANCE</b>
<b>GARY MACLEAN</b>	
<b>MATT BEGOVICH</b>	
<b>JEFF FOGARTY</b>	
<b>BRIAN HAM</b>	
<b>MEGAN PAVEY</b>	
<b>TONY MISSIKOS</b>	<b>MRWA</b>
<b>PHIL SLATER</b>	<b>LANDCORP</b>
<b>DANIEL CHATTLEY</b>	<b>LANDCORP</b>
<b>VINCE FURFARO</b>	
<b>JILL MILLAR</b>	