

STIRLING CITY CENTRE
Community Leadership Group #24
Herdsmen Lake Wildlife Centre
6:00pm – 8:30pm, Wednesday 12 October 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:

- Inform Alliance decision-making - through effective communication, transparency of process, community involvement and accessible information.
- Promote accountability – supporting the process of Alliance accountability.
- Get 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 October Meeting purpose is to provide:

- A project update including updates on the MRS, Improvement Plan, Southern Precinct Workshops, Environmental Works etc.
- Information about and the opportunity for input into the City of Stirling's Strategic Plan.
- An opportunity for the Community Leadership Group to work on their action plan surrounding governance – how can they influence getting development started?

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 minutes.

2. PROGRAM UPDATE

2.1 PMO

Daniel Heymans provided the PMO update.

Public Transport Masterplan comment period is underway

- Public comment on the plan closes 14th October 2011.
- Send them a submission and view the plan at:
<http://www.transport.wa.gov.au/aboutus/23281.asp#23289>
- Or participate in the online survey at:
<https://www.surveymonkey.com/s/PTP2031>

The City of Stirling has reviewed the Public Transport Masterplan and:

- A subsequent report has gone to Council;
- Council responded to DoT:
 - Stirling to Glendalough identified as priority one. Not priority 2 as currently shown; and
 - Issues and resolution available from the council webpage.

A Southern Precinct Workshop was recently held:

- *Purpose:* Three day workshop to consider three design options for the southern precinct (around Westfield).

- Option A: Design leaving Ellen Stirling Boulevard where it is.
- Option B: Design raising Ellen Stirling Boulevard.
- Option c: Design raising and realigning Ellen Stirling Boulevard.
- *Outputs:* Land use and concept designs and 3D perspective.

The options are shown diagrammatically below.

Option A



Option B



Option C



Southern precinct workshop held recently indicated

- Westfield's intent is to demolish and rebuild the northern building and retain southern buildings at the shopping centre;
- Topographical differences make this difficult;
- Block sizes of 100 x 100m sought generally;
- Retaining Ellen Stirling Boulevard as is produces around 50m wide lots to the east;
- Westfield no longer interested in expanding to government land;
- We are assessing the 3 options from a Triple Bottom Line perspective;
- Lifting Ellen Stirling Boulevard enables parking to be put at ground level with building at Ellen Stirling Boulevard level with constraints to resultant development;
- Office is proposed along Stephenson Avenue, Residential in the internal area and retail along Ellen Stirling Boulevard; and
- We are also working to achieve targets set out in relevant government policy including Directions 2031 etc.

Detailed Area Plans

- Innaloo precinct – Presented to working group (23/08/11) and was well received by the representatives of the Innaloo area. The Draft DAP to be taken to Council in November; and
- Woodlands precinct - Proposed meeting in October of the Woodlands working group to consider the draft Woodlands Detailed Area Plan as prepared by Hassell and provide feedback.

Daniel added that:

- Stephenson Highway reserve no longer exists and is all zoned city centre. This is a first for WA as a grass roots deletion with Fremantle Eastern Bypass the only other similar situation in recent times;
- The land can now be transferred from Main Roads WA to Dept of Planning to enable development to occur with a government commitment to reinvest in the area. We are now working on the enabling funding and infrastructure;

MRS Amendment and Improvement Plan

- MRS Amendment – Signed off Minister and gazetted on Friday 7 Oct 2011; and
- Improvement Plan – Signed off by Governor. Gazettal scheduled for 11 Oct.

Environmental Drilling Program

- The drilling program (including 38 bores) was completed on 29 August;
- Soil samples will now be analysed for contamination and acid sulphate soils; and
- People interested in collecting soil samples every 3 months.

Environmental Sub Alliance

- Meghan Pavey has been selected as the Community Representative for the Utilities and Infrastructure working group; and
- We are seeking community nominations for a representative for the Landscaping working group.

Affordable Housing

- Colliers Affordable Housing Feasibility Report;
- Three options analysed for % affordable housing:
 - Low
 - Medium

- High
- It will be difficult to get affordable housing in to high rise in the current market. Low and medium offer greater opportunity for affordable solutions. Land subsidies may be needed to do so and then diminishes the return to invest in other infrastructure.

Community Led Project – Innaloo

- The Alliance have met with members of the City of Stirling’s Engineering and Design business unit on behalf of the Innaloo Working Group to secure commitment for traffic calming in the Innaloo Precinct. It has been agreed that the first phase will be footpaths to be designed by City of Stirling officer Jon Offer this calendar year.

Daniel added that:

- Innaloo footpaths planned for next financial year in the area behind Westfield where 3 or 4 storey buildings will go; and
- All roads other than cul-de-sacs will have a footpath on at least one side.

Economic Development

- Value Capture Workshops have been held to look at different value capture options especially those used in Queensland.

Governance

- Meetings have been held on the governance structure at the delivery stage
- Meeting with Mayor and landowners to discuss better engagement with the private sector

A question and answer session followed summarised below.

Q	Why is Westfield no longer interested in the land dealings?
A	They have now decided to contain their business to their current ownership.
Q	What about peat problems? How will they be managed?
A	We have been doing drilling to identify the extent and depth of peat with up to 9m of depth. Discussion with other stakeholders identified that the peat is the sponge feeding the stream. We are attempting to leave the peat and retain the water table at its current level. Piles structures may result and have been done elsewhere eg Selby Street. Experience suggests similar costs for piling and/or peat removal. Environmentally it may be best to keep the peat.
Q	Will removal of the peat compromise the eco-system?
A	Not necessarily but we are trying to retain it as a ground water “sponge”. More work is underway to better understand the impacts.
Q	City of Stirling has just committed to a 3 month market trial with Rotary in the existing staff car park at City of Stirling. The market will focus on seasonal fruit starting in November 2011.
A	Noted.

Q	What is Westfield's view with regard to the potential realignment of Ellen Stirling Boulevard to their property?
A	We are working collaboratively on a win-win basis. The detail remains to be resolved.
Q	Do the costings include light rail?
A	Yes with light rail along Stephenson Avenue and then Scarborough Beach Road. More recent advice is to take it into the retail heart (along Ellen Stirling Boulevard) as another alternative on a shared roadway.
Q	Does this free up space for more open space along Stephenson Avenue?
A	No as the space will still be required as a public transport link for buses.
Q	Why not modify Stephenson Avenue to become more like a mall?
A	It is a 4 lane road and will take a lot of traffic as a primary link across the freeway. Ellen Stirling Boulevard will be more like Rokeby Road.
Q	Hutton Street is being extended to link with Herdsman Estate. The peat has construction problems requiring piling. Can we move to focus on Hutton Street more and avoid the peat and water problems?
A	We need all the links in the future as part of a long term transport strategy. Hutton will still have a key role in moving regional and local traffic. We propose bridges at King Edward Road, Hutton St, Stephenson Ave, Cedric St (crossing point only) McDonald St, etc.
Q	What is planned for the east of Stephenson Ave?
A	This was considered in the Festival of Ideas Workshop with development to the edge of the stream on the eastern side.
Q	Does Stephenson Avenue cross Scarborough Beach Road with a bridge?
A	No, it crosses as a signalised intersection.
Q	When will DAP's go to the community? It is essential that we provide adequate notice!
A	Could we get the plan to the community with a two week lead time? Allow for 4 weeks advice of the meeting date and make plans available 2 weeks before the actual meeting. ACTION: Daniel
Q	How deep are the bores?
A	Various depths up to around 40 to 50m.
Q	Will double frontages result along Stephenson Ave and Ellen Stirling Boulevard.
A	The preference is that they address Stephenson Avenue and Ellen Stirling Boulevard

Q	The Stirling city centre is built on a wetland. The hydrology was a priority for assessment. Current flood data is out of date. When will the hydro assessment be available? The planning may be getting ahead of the data.
A	Work is progressing on the water model and will identify the impacts. The key workshop to develop this further will occur later in October/ early November.
Q	What progress if any if happening with regard to Community Led Project/s? We will be lucky to get change within 5 years at this rate.
A	<p>Our priorities reflect those identified previously by this group. Other projects not lost but will be progressed to reflect priority and availability of resourcing including funding. The City will undertake some traffic counts and then construct a traffic model to plan for the future. This will progress soon for completion early in 2012. Calming of key links will then follow with a number of possible mechanisms to encourage the changes we are seeking. The City needs to engender the support of Main Roads WA. We are working to the priorities identified by the CLG with limited resource and we only have capacity to progress one initiative each year.</p> <p>Changes on the road network take significant time to implement with many stakeholders and considerations. We are also working to get the Investment Decision by state government to invest in the area. The current goal is to do so late this year or early next. If we don't get the Investment Decision it is likely that the project will stall or stop completely. Peter Scales will continue to liaise with the Project Management Office to further consider this issue.</p> <p style="text-align: right;">ACTION: Peter Scales</p> <p>The City of Stirling engineer is progressing some of the associated traffic work as part of the Innaloo DAP work and free up resource for Woodlands.</p>
Q	What is planned for Stephenson Highway south of Pearson Street?
A	This is under constant and ongoing review by the state government. It is not funded with no commitment to proceed at this time.
Q	Who is in charge of looking after the planning for this area?
A	<p>The City of Stirling is at the local level with around 50 or more state government agencies with functional interests. The Alliance is a planning body. The City of Stirling is the only organisation to commit capital funding to this project for subsequent works. The state government Investment Decision is a key milestone and priority for the future. The city is doing all it can to fund this project.</p>
Q	Can we get our local politicians to apply pressure to erect some signs or other interventions to encourage the use of Stephenson?
A	The Alliance cannot lobby politicians to support the project.

2.2 ALG

Jeff Fogarty provided the ALG update noting that:

- There was no formal meeting of the ALG and the planning workshop held in its place with the ALG attending a session of the Southern Precinct Workshop;
- The session was an introduction for the workshops discussing ideas, concepts, possibilities and opportunities including examples from around the world;
- Stakeholders had the chance to talk about what they wanted to be considered;
- We look forward to seeing the resultant concepts and plans;
- The project team provided lots of ideas and possibilities for different housing stock possible for use along Stephenson or other links;
- The use of mews behind high density housing is one of a number of options that were considered;
- Looking to provide a diverse mix of housing and a diverse community as a result.
- Various websites were presented as case studies and would be useful resources for the community:
- Please understand that the Alliance team members are here to help and doing everything they can to get the results you are seeking. As community members we need to play our part and support them by pressing our local politicians and others for funding support.

3. CITY OF STIRLING STRATEGIC PLAN WORKSHOP

Dylan Griffiths, City of Stirling, noted that:

Strategic Community Planning

- Current Stirling Strategic Plan covers 2009-2012;
- State Government requires City to develop new Strategic Community Plan:
 - in consultation with community;
 - covering at least next 10 years; and
 - by 30 June 2013.
- Next Plan will:
 - Set out Community's Vision for the area, its aspirations and priorities;
 - Shape City's activities – Corporate Business Plan; and
 - Reflects and Shapes other plans, Place Plans.

Stirling City Centre

- Key project for future of City of Stirling;
- Strategic Activity Centre for Perth;
- Perth's second CBD;
- Innovative Partnership:
 - State and Local Government;
 - Government and Community; and
 - Public and Private Sector

Don't Re-invent the Wheel

- Stirling City Centre Alliance is already in place
 - Extensive consultation
 - Clear Vision
 - Goals
 - Performance measures

Community Strategic Plan

- Consultation will involve:
 - Focus Groups;
 - Surveys;
 - Interviews with key Stakeholders;
 - Online Forum and Surveys;
 - Sustainability Forum early in 2012;
 - And more...

Two key questions were then put to participants in a workshop session. They are:

- How do we integrate Stirling City Centre into the City of Stirling Plan for the Future?; and
- What vital elements should we include?

The subsequent responses are shown below.

How do we integrate Stirling City Centre into the City of Stirling Plan for the Future?

- We will focus on the needs of this project and its scope.
- A preferred approach:
 1. Dylan participates in a workshop process to identify and discuss the relevant items of importance to this group in the Stirling Community Plan early in the new year – February to March.
And then;
 2. The Alliance prepares a statement of key inclusions that are consistent with the structure, form and level of detail to be included in the City of Stirling Plan for the Future.
- We need to understand the scope of the initiative – do we just focus on this initiative or the broader City of Stirling.
- There will be additional various forums to engage local communities.

What vital elements should we include:

- Community,
- Transport and traffic,
- Housing,
- Environment,
- Employment, and
- Economic identity

Further discussion added:

- Include community as a city for people as a top priority with other elements supporting the people;
- Could a City of Stirling Business Unit be formed within the Council?; and
- We need to identify what constitutes a city not just a development area as a suburb of Perth. We need a self-sufficient city that offers lifestyle for those living here that attracts them to stay.

Questions and answers following the presentations are summarised below.

Q	We talk about Stirling as a second CBD. West Perth has a strong grid that has changed over time. City of Stirling has Osborne Park with expansive land. Why try to force everything into the area of Stephenson Avenue around the stream bed?
A	This is planned as a Primary Centre as part of Directions 2031. The industrial, commercial, retail and other areas will remain with a unique function fulfilled by this area. We have to do something about the current traffic and other problems as part of a growing centre. We must keep the dream alive and work towards it.
Q	Why are we repeating the strategic planning process when we did it 12 months ago?
A	We need to update the plan to keep it current and it is a legislative requirement.
Q	The centre of the city of Stirling is not the old Hertha Road tip. There are other centres too such as Mount Hawthorn and others.
A	The main reason is that it is part of the MRS as a city centre and it has not evolved. We need to strengthen Stirling as a city centre. There is a logical basis for this project – freeway, railway line, circle route, vacant land, regional focal point. It is a logical city centre location. Light rail in the centre of Stirling would be a great starting point. It makes more sense to grow the centre with the Stirling Station the focal point for future growth.
Q	Could we present the earlier Strategic Plan as the start point for discussion?
A	Yes.
Q	Subiaco and Nedlands are in the midst of merger debates. Stirling is a suburb of Perth with Herdsman Business Park growing. We don't have a city centre. Is change likely here?
A	The government's intent is fewer LGA's with economies of scale. If anything Stirling may grow but no change is currently planned.

4. COMMUNITY ACTION PLAN - GOVERNANCE AND CITIZENS GROUP FORMATION

Community Action Plan – Governance and Citizen Group formation

- What are we going to do?
- How are we going to do it?
- Who should be involved?

Examples to investigate:

- Citizens UK - <http://youtu.be/c-ccuQRCZgl>
- Eco Transit - <http://www.youtube.com/watch?v=Oh1JbxRhskE>
- Sydney Alliance - <http://www.youtube.com/watch?v=XcXbQrzM1wl>

A number of the video from the webpages listed were presented to the group to stimulate discussion. Subsequent discussion noted that with regard to governance and influencing Government decision making and priorities:

- The City has committed significant funding to this project;
- It will result in a CBD in this locality;
- LG is the only entity that has committed funds for capital works rather than planning;
- There are many competing projects with no committed capital funds in this area;
- Stirling is lobbying hard along with other LGA's;
- The Sydney Eco Transit Group was formed to drive a light rail initiative there; and
- We are pressing state and federal government agencies for support.

Peter Scales noted that with regard to the Citizen's Group:

- We have active community involvement but we may have been too nice;
- Our commitment is not obvious enough to the decision makers and we need to address this and use the powers collectively available to us;
- We have been patient and supportive of the process and this has been right but it has been slow to deliver what we want;
- Stirling sits very low in government's priorities and we need to raise its profile in a positive way with relevant politicians;
- The PTA has prepared its Public Transport Plan including light rail as an enabler of renewal and redevelopment. They have identified the Mirrabooka link as the highest priority. The reality is this is a problematic link. Scarborough Beach Road, Ellen Stirling Boulevard and Stephenson Avenue offer great potential with value add to adjoining land. We need to present the case to government;
- To do so we need to organise ourselves and convey our message to the decision makers;
- Research shows that these sort of activities are emerging across the world to realise change;
- We can meet and talk with our local, state and federal government representatives in a more assertive way. Our collective views and support need to be conveyed to government and potentially invest in this project; and
- The key question is "Are we collective prepared to actively lobby the decision makers to help drive this project?"

Further discussion noted that:

- Light rail presents as an opportunity with great potential;
- The context and demographic of our community may be different to the Citizen Group examples shown. How do we demonstrate the need? The eco transit group successfully lobbied for light rail albeit over an extended period of time in a wealthy community setting;
- A group such as this should be formed to help formulate policy and drive the change and government commitment and investment:
 - Light rail could become the initial focal point as the first visual cue of our commitment and planning intent. A commitment from government to make this priority one would raise the profile and generate a surge of interest in this project; and
 - Stephenson from Pearson to Cedric as a government priority would be the icing on the cake for this project as a "real" project.

- A written summary of the (5 or 10) impacts and benefits of light rail prepared by the Alliance and distributed to CLG members would be a good start point to help community members raise the profile and awareness of it;

ACTION: Vanessa Randolph

- Some community information and contacts would be valuable so that we can invite other groups (sporting, Primary School, High School, hotels, community, etc) to join us. This would further benefit this process with a letter from the CLG to these groups subsequently inviting them to join with us; and
- Peter Scales will do some more work to progress this and seek involvement and input of this group as required.

ACTION: Peter Scales

5. NEXT STEPS

Future actions will include:

- Future meeting dates and upcoming events:
 - Wednesday 9th November 2011; and
 - Wednesday 14th December 2011 - Xmas CLG
- Suggested future CLG topics:
 - Light rail;
 - Urban design in the public realm;
 - Landscape architecture; and
 - Independent advice in items 2 and 3 above.

The meeting closed at 8:45pm.

ATTACHMENT ONE - AGENDA

	ITEM	BY
6:00 pm	LIGHT MEAL ON ARRIVAL	
6:10 pm	Welcome, meeting purpose, process and apologise	Linton Pike
6:15 pm	Program Update <ul style="list-style-type: none"> • PMO • ALG 	Daniel Heymans Jeff Fogarty
6:45 pm	City of Stirling Strategic Planning Workshop	Dylan Griffiths
7:30pm	Community Action Plan – Governance and Citizen’s Group Formation Discussion	All
8:20pm	Next steps <ul style="list-style-type: none"> • Future Meeting Dates and Upcoming Events • Suggested future CLG topics 	Marie Verschuer
8:30 pm	Close	

ATTACHMENT TWO - WORKSHOP PARTICIPANTS

VANESSA RANDOLPH	STIRLING ALLIANCE
ELIZABETH & DAVID DOHERTY	CORONATION ST DOUBLEVIEW
CHRISTINE HOLT	BIRCHWOOD AVENUE
STEPHANIE PROUD	DOUBLEVIEW COUNCILLOR
JEFF FOGARTY	ALLIANCE LEADERSHIP GROUP
MARIO VALENTI	DEGREY ST STIRLING
WAYNE MONKS	WEMBLEY DOWNS
SAM RADIS	HARTOG ST INNALOO
PETER SCALES	COMMUNITY
MARIE VERSCHUER	STIRLING ALLIANCE
VINCE FURFARO	
TERRY JACKSON	SHERWOOD OVERSEAS
INES MIOTTI	3 DONGARA ST INNALOO
DYLAN GRIFFITHS	CITY OF STIRLING
MATTHEW BEGOVICH	WOODLANDS
ROB EDDY	14 LAUREL RD WOODLANDS