

STIRLING CITY CENTRE

Community Leadership Group #8

Herdsman Lake Wildlife Centre

6:00pm – 9:00pm, Wednesday 14 April 2010

WORKSHOP SUMMARY

1. WELCOME, WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator), welcomed participants and outlined the purpose and process of the CLG meeting. The objective of the meeting is to increase community involvement in program delivery and community led projects for development of the new Stirling City Centre. The meeting purpose is to:

- Present a project update;
- Present and discuss the Structure Plan elements; and
- Identify, prioritise and plan community led projects.

The meeting agenda is provided at Attachment One.

2. PROJECT SCHEDULE AND UPDATE

Daniel Heymans presented an overview of recent project activities as follows:

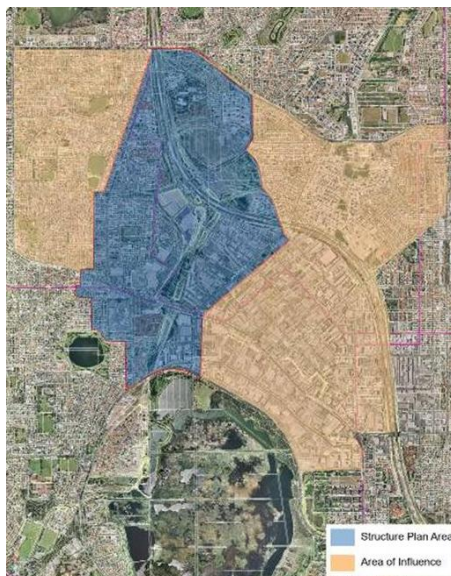
2.1 Project and Program Update

Program Delivery

- Funding – 2010/11 and 2011/12; and
- No ongoing funding available at this time.

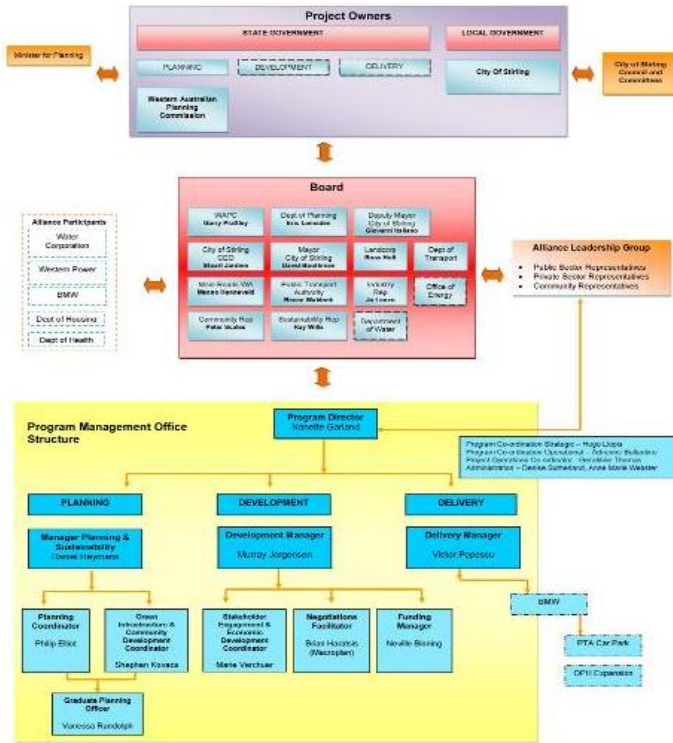
Scope

- Accountability within the PPCP boundary (shaded blue)
- Involvement and influence around its boundary (shaded orange) - particularly on key land and transport issues



The project governance and delivery structure is shown over the page and is now proposing:

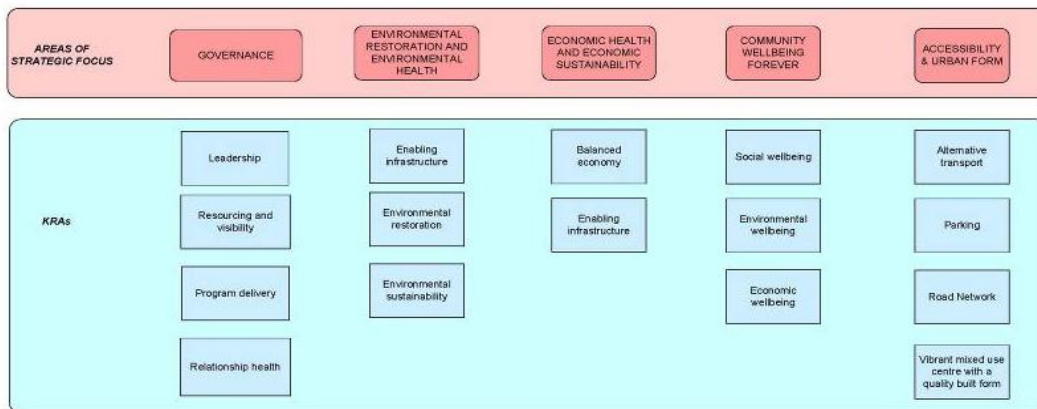
- To include additional outcome “owners” for the development and delivery tasks to supplement the earlier planning focus;
- Additional Board members to reflect infrastructure needs; and



- Additional development and delivery Project Management Team staff.

The five Areas of Strategic Focus and KRA's to become the focus of future activities as shown below:

VISION *Create City of Stirling as sustainable 21st century city – a place for everyone. It will be a hub of diverse and prosperous community offering wellbeing for all.*

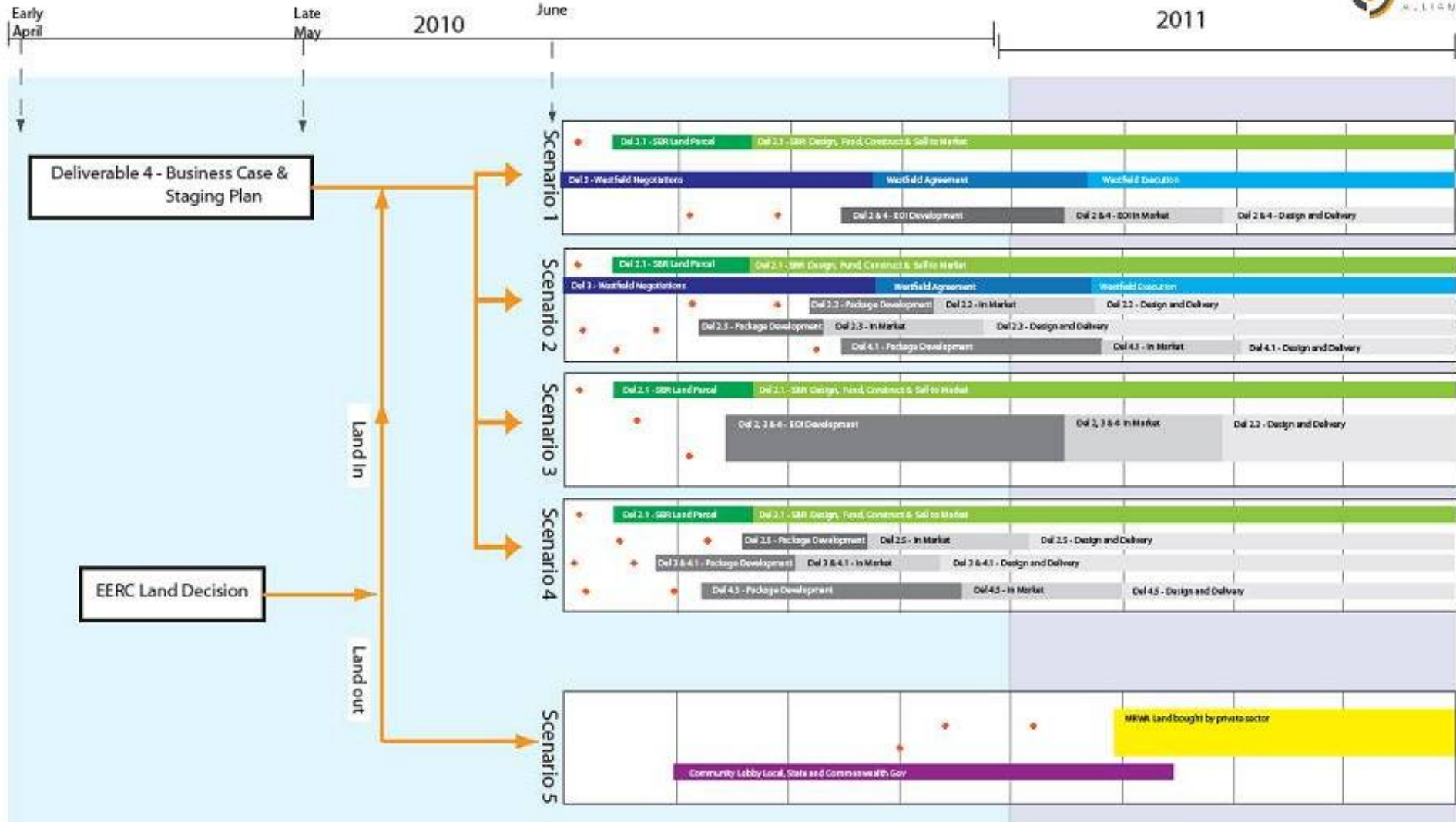


Key Alliance deliverables include:

- **Development / Delivery Strategy for Stage 1**
 - 5 year construction/foundation building phase
 - Recommend the preferred delivery scenario
- **Business Case for stage 1**
 - Recommend how Stage 1 could be funded across three levels of government and private sector.

A number of possible Public Private Community Partnership opportunities exist with regard to land dealings and the Ellen Stirling Boulevard realignment as shown over the page.

PPCP Development & Delivery Scenarios 2010-2011



Methodology

- Two book ends
 - Deliverable 2.2 - Government Hub by the station – Dept of Commerce already committed by 2014
 - Deliverable 2.1 - Demonstration project at SBR (DoH type RFT)
- Alternative plans and costs between the book ends
 - PPCP's Structure Plan
 - Westfield plan
- Identification of cash flow elements
 - timing and magnitude
 - work required to contain or improve estimates
- Identification of value capture mechanisms
- Consideration of Stage 2, particularly Deliverable 5 – “Air Rights” over PTA Car Park

Information Requirements

- Urban Form - KRAs
- Costs & benefits on key elements that will form part of phase 1
 - Stephenson and bridge
 - Ellen Stirling realignment – key negotiation item with Westfield
 - Environmental – urban stream
 - Expansion of Bus Station – currently at capacity
 - Public Transport –
 - dedicated bus lane from Stirling Station to SBR
 - Other options, e.g. light rail from Stirling Station to Glendalough Station
 - Improved water and power services
 - Green-infrastructure measures
- Any constraints /opportunities on land packaging
 - 12 month on-going surface and ground water monitoring and modelling
 - Directions 2031, Public Transport Plan

Key Milestones

- Today's Board meeting
 - sought 100% endorsement on deliverables, methodology, expectations
- Board meeting 26 May
 - 80% endorsement of Business Case and Development / Delivery Strategy
- Board meeting 7 July
 - 100% endorsement of Business Case and Development / Delivery Strategy

2.2 Deliverable 3 – Westfield Exclusivity Deed

Purpose

Work together to prepare concepts for redevelopment of Innaloo shopping centre – may include development over adjoining government land

Exclusivity

Prevents WAPC from offering to sell, subdivide or lease the adjoining property during the period of the Deed. This allows Westfield to carry out due diligence and enter into discussions with State and local government on development over ALL Stage 1 govt land.

Exclusivity period

Until 31 August 2010 or date of execution of Delivery Agreement

Conditions precedent

Cabinet to approve the transfer of State land to WAPC

Improvement Plan to be gazetted

Benefit to the PPCP

Provides access to Westfield information on a confidential basis as one of the key inputs to the BC and Development/Delivery Strategy for Deliverable 4.

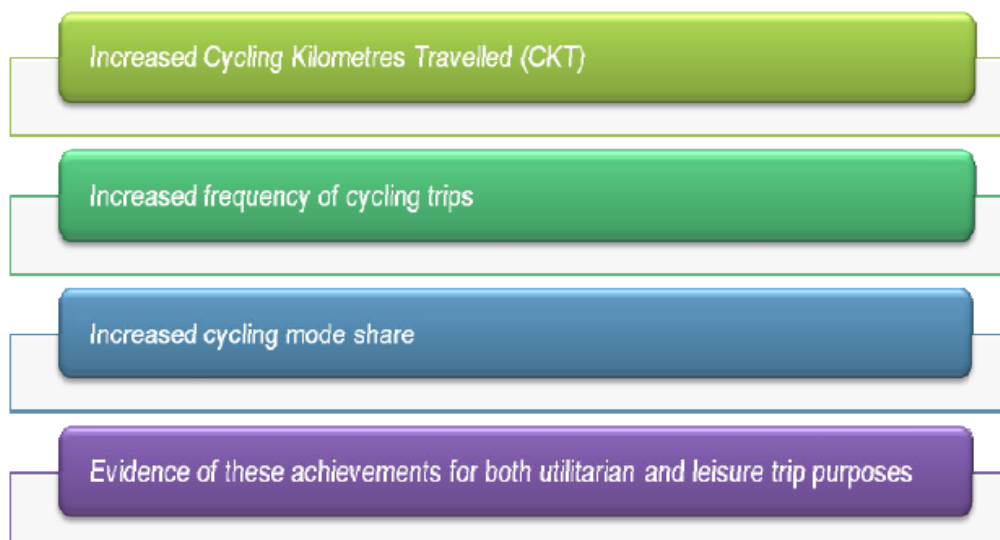
2.3 Stirling City Centre Cycling Plan

Daniel Heymans, (Stirling Alliance), presented the following:

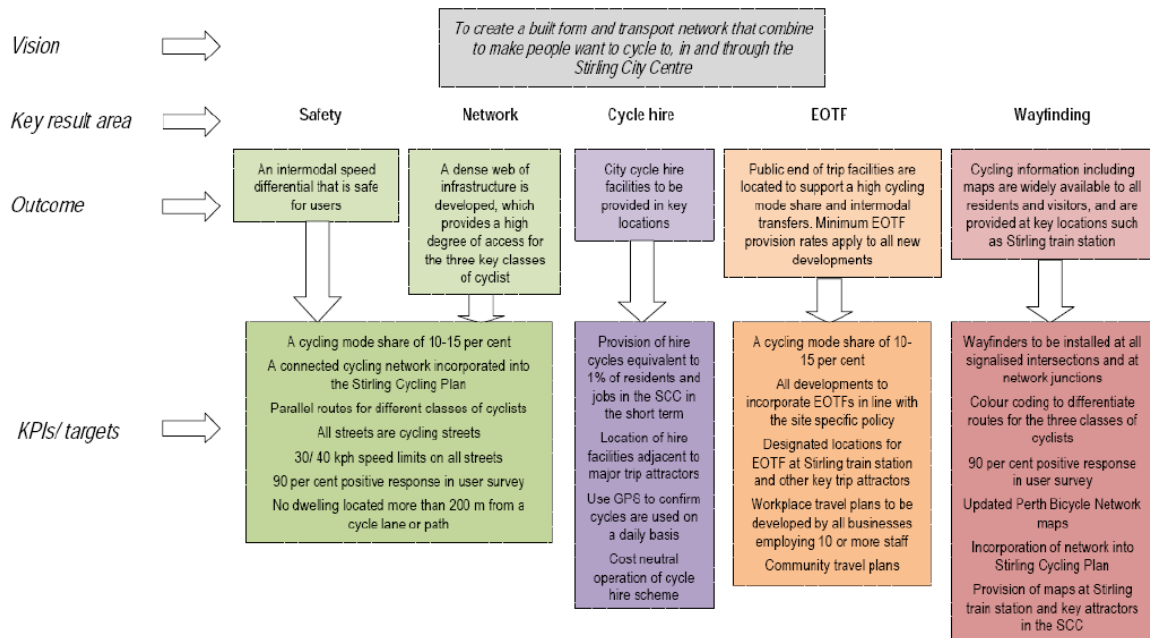
Key Issues

- Stirling City Centre (SCC) is being designed as an inner city transit oriented development to accommodate over 50,000 residents and jobs in the longer term
- A high quality multimodal transport network is required
- A stretch target for mode share includes 40 per cent active transport including 10-15 per cent cycling
- The cycling network must cater to all types of cyclists

Project Objectives



Vision Framework



Consultation

- Brainstorm workshop held on January 21 with invitees from Main Roads WA, Public Transport Authority, City of Stirling, Department of Planning and Bikewest
- Pros and cons relating to different types of infrastructure, and barriers to facilitating more cycling, were discussed
- Subsequent development of the Cycling Plan has been in close consultation with the City of Stirling and Department of Planning to establish a baseline for the SCC

The Potential for Cycling in Perth

- Current cycling mode share – 1% to 2 % in Perth
- 30 year stretch target – 10% to 15% in Stirling Centre
- 4.5% of car trips are under 1km (250,000 trips)
- 48% of car trips are under 5km (2.7 million trips)

How realistic is a 10% to 15% cycling mode share for Stirling?

- 10% cycling would require 18.5% of car drivers under 5kms to change to cycling over 30 years

The European Experience

- The Netherlands
 - 1950 to 1978 – cyclist use/person -65% (fatality rate + 174%)
 - 1978 to 2006 – cyclist use/person +30% (fatality rate -81%)
 - Around 1978 change of policy – safer cycling, lower vehicle speeds, construction of off road cycling facilities.
- Germany
 - Germany and UK had similar levels of cycling in 1950

- UK and Germany had major drop of cycling to mid 1970s
- 2008 Germany had 14% cycling mode share; UK had 2%
- Berlin
 - 1990 – West Berlin 6% cycling and East Berlin 3% cycling
 - 2005 – Berlin – 10% cycling
 - 2015 projected – 15% cycling

The potential for Cycling – Stirling City Centre

- Projected total trips 250,000 per day
- 25,000 to 40,000 cycling trips
- Up to 40,000 PT trips
- Up to 75,000 walking trips
- This would reduce car driver trips per day by almost 50% or over 60,000 car trips a day
- Cycling can make a difference. The targets are realistic, but only if safe facilities are provided.

Pros and Cons of Different Options

- On street cycle lanes are common in Perth. These are appropriate for commuter cyclists along select, popular routes
- Shared paths are really only appropriate where there will be low conflict between cyclists and pedestrians
- Copenhagen style exclusive bike paths could appeal to the widest user group because they can balance speed with safety
- Bicycle boulevards (safe bicycle streets) can be appropriate in a few select locations in and around the SCC

Barriers to More Cycling in the SCC

- Policy (e.g. Current Bikewest design standards)
- Legal (e.g. cyclists are required to wear helmets)
- Infrastructure (e.g. Roads are typically designed for motor vehicles, not active mode users)
- Environment (e.g. WA's climate)
- Socio-culture (e.g. car culture in Perth)

Conclusions/Recommendations

- There is great potential for a major increase in cycling in Perth and the Stirling City Centre
- Endorse the vision to improve cycle safety and provide facilities such as cycle hire, end-of-trip-facilities and wayfinding
- Build safe, convenient off-street bike paths as the city centre is developed.
- Work with the State Government and the community to change policy and culture

2.4 Green Infrastructure Study

Stephen Kovacs (Stirling Alliance) outlined the Green Infrastructure Study.

What is Green Infrastructure?

- Green or Distributed Infrastructure systems are decentralised systems providing key utility services (electricity, potable and waste water, gas/bio-gas, solid waste, ICT, etc)
- They are designed to reduce our ecological footprints (impacts on the natural environment). E.g. reduce carbon emissions, protect natural environments, conserve precious resources such as fresh water.

Australian Green Infrastructure Council (AGIC) Green Infrastructure Rating Tool

1. Project Management & Governance	1.1 Purchase & Procurement 1.2 Reporting & Responsibilities 1.3 Climate Change Vulnerability 1.4 Making Decisions 1.5 Knowledge Sharing & Capacity Building
2. Economic Performance	2.1 Value for Money 2.2 Due Diligence 2.3 Economic Life
3. Using Resources	3.1 Energy Use 3.2 Water 3.3 Material Selection & Use
4. Emissions, Pollution & Waste	4.1 Greenhouse Gas Management 4.2 Discharges to Air, Water & Land 4.3 Land Management 4.4 Waste Management
5. Bio-diversity	5.1 Functioning Ecosystems 5.2 Enhanced Biodiversity
6. People & Place	6.1 Health, Wellbeing, Safety 6.2 Natural & Cultural Heritage Values 6.3 Participatory Processes 6.4 Positive Legacy for Current & Future Generations 6.5 Enhanced Urban & Landscape Design & Aesthetics 6.6 Knowledge Sharing, Shared Intellectual Property
7. Workforce	7.1 Safety, Health & Wellbeing of Workforce 7.2 Capacity Building 7.3 Increased Knowledge of Applied Sustainability 7.4 Equity

Background

- Environmental Workshop – May 2009
- Water and Energy Workshops
- Energy & Water Barriers Papers
- GI Study awarded to PB-CUSP
- Technology Options Workshop 13th April 2010

What the Study Proposes?

1. Technology Review & Evaluation Criteria
2. Conceptual Design Scenarios/Governance models
3. Identification of next steps

Green Infrastructure Vision

- Low to zero footprint
 - Reduce need for centralised services
 - Optimum use of local services
 - Reduce life-cycle costs
 - Improve liveability
- People interested in participating in future Green Infrastructure workshops are encouraged to advise Marie Verschuer via the Alliance office.

The proposed Sustainability Assessment Framework is shown over the page

SUSTAINABILITY ASSESSMENT FRAMEWORK					
Footprint					
Metabolism	% Carbon in electricity <i>Zero to low</i>	% Scheme water supply <i>Zero to low</i>	% Main drainage of total storm water <i>Zero to low</i>	% Main sewerage of human waste <i>Zero to low</i>	% Solid waste to tip <i>Zero to low</i>
Reducing need for centralised services					
Systems operations – temporal	Peak power from grid <i>Zero to low</i>	Draw on summer reserves (local & bioregional) <i>Zero to low</i>	Storm water in flood times <i>Zero to low</i>	Discharge at peak times <i>Zero to low</i>	Need for extra garbage trucks <i>Zero to low</i>
Optimum use of localised services					
Systems design – local	Optimum use of local sun, wind and geothermal energy sources <i>% local to central</i>	Optimum use of local rain and ground water (shallow and deep). <i>% local to central</i>	Optimum use of local biophilic elements and soil (sand and peat). <i>% local to central</i>	Optimum use of local people's waste <i>% local to central</i>	Optimum use of household and business waste <i>% local to central</i>
Reduced costs					
Systems design – cost	Least use of grid power charges <i>% cf to grid</i> Least substation power charge. <i>% cf to grid</i> Most use of on-going power production revenue <i>\$ gained</i>	Least use of scheme water charges <i>% cf to grid</i> Least use of headworks water charge <i>% cf to grid</i> Most use of on-going water supply revenue <i>\$ gained</i>	Least use of main drainage charges <i>% cf to grid</i> Least use of drainage charge <i>% cf to grid</i> Most use of on-going stormwater revenue <i>\$ gained</i>	Least use of sewerage charges <i>% cf to grid</i> Least use of headworks sewerage charge <i>% cf to grid</i> Most use of on-going sewerage revenue <i>\$ gained</i>	Least use of solid waste tip site charges <i>% cf to present system</i> Least use of solid waste levy <i>% cf to present system</i> Most use of on-going solid waste recycling revenue <i>\$ gained</i>
Improved Liveability whilst Reducing Footprint					
Systems design and operations – human	Reliable power <i>% cf to grid</i> Contribution to reducing climate change <i>Ghg saved</i>	Clean and reliable water supply <i>Days meeting standard cf grid</i> Contribution to reduced need for more dams, desal plants... <i>KI saved</i>	Creeks rather than drains. <i>% reduction</i> Healthy and cool landscaping <i>Degrees temp reduced/ % biophilic coverage of surfaces</i>	Safe disposal of sewage <i>Days meeting standard cf grid</i> Contribution to reduced ocean outfalls of sewage <i>KI saved</i>	Safe disposal of garbage <i>Days meeting standard cf present system</i> Contribution to recycling <i>Kg saved</i>

Opportunities Identified at the Green Infrastructure Workshop include:

- Promote efficiency first: green buildings, social marketing (behaviour change)
- Reduce electricity demand: e.g. develop a district heating & cooling system
- Flatten the peak: smart meters & appliances, smart grids, thermal cooling
- Find alternative sources: solar PV, water (rain & stormwater harvesting, grey water re-use), geo-thermal (offset electric demand and/or generate power) bio-gas from solid waste & waste water
- Energy Storage: lithium batteries in Electric Vehicle's (EV's) and buildings (recycled from EV's), water pump stations
- Will feed into 3 design scenarios:
 - Conventional or BAU;
 - Stretched target;
 - World's best practice
- It was noted that visibility of infrastructure would celebrate sustainability as a place theme and that setting our sights higher would position us well for Commonwealth funding support

Where to from here?

- This work will feed into *3 design scenarios* supported by a viable governance model:
 - Conventional or BAU;
 - Stretched target;
 - World's best practice
- The designs will be spread across the building, precinct, and wider metropolitan/regional scales
- Study will be completed in June 2010 and will identify the next steps

2.5 Aboriginal Heritage

Philip Elliott presented the preliminary investigation of Aboriginal heritage

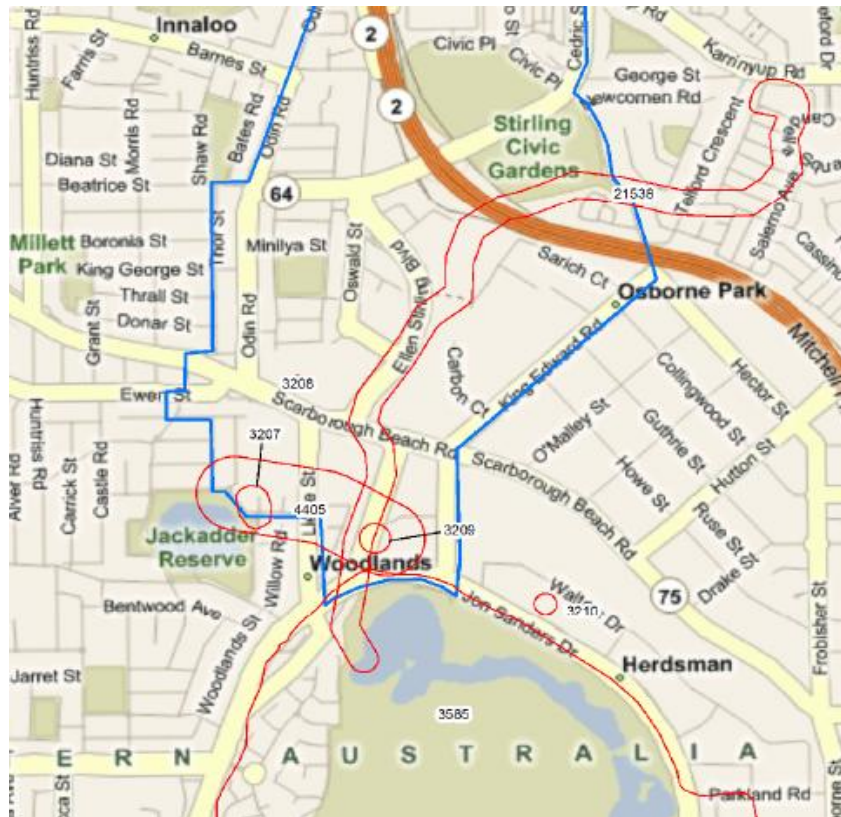
Background

- Preliminary study to provide information for structure plan
- First step in the process

Aboriginal association with Stirling area

- Nyungar people have close historical associations with the groundwater features of the Gnangara Mound including its lakes, rivers, swamps and springs.
- Groundwater features were the focus of camping, hunting, tool making, collecting plant resources, holding gatherings and ceremonies, and all other forms of human activity

- Contemporary Nyungars have close cultural attachment to groundwater features as almost everything their ancestors did took place at these locations.



Significance of Water

Of primary importance are the groundwater - related spiritual values of the Nyungar people which centre on the Waugal, but also involve other creatures from the Dreaming.

The Waugal, like similar rainbow serpents across Australia, is believed to have created most of the major rivers, smaller creeks, springs and lakes which drain the Swan Coastal Plain...Many Nyungars believe that the spirit of the Waugal still inhabits deep water and that its life force is present in flowing water.

The health and well being of the Waugal is directly connected to the vitality of the groundwater features, and both are intertwined with the health of Nyungar cultural identity (McDonald 2005: 1-2).

Implications

- There is medium/high potential for the project area to contain further sites of aboriginal significance

Way Forward

- Begin consultation with SWALSC (South West Aboriginal Land and Sea Council) and other Nyungar representatives as soon as practicable
- Conduct an Archaeological and ethnographic field survey of the City Of Stirling Structure Plan Area to re-record and verify the location of previously recorded Aboriginal sites, and to identify any previously unrecorded Aboriginal sites (Aboriginal Heritage Survey)
- Reporting of the results of the cultural heritage survey to the City of Stirling and the survey participants.

- Lodgement of any documentation that may be required under the *Aboriginal Heritage Act 1972* (if an Aboriginal site is identified in any field survey).
- Implementation of any on-ground heritage management practices during earthworks if warranted and recommended in the heritage survey process.

Additional Initiatives

1. Investigate the possibility of renaming the Osborne Park Branch drain to reflect the important aboriginal heritage of the local area
2. Interpretive trail along the revitalised waterway
3. Others yet to be determined

3. QUESTIONS and ANSWERS

A number of questions were put to the Alliance team during the presentations. They are summarised collectively below.

Q	Is the funding sought for operational purposes only?
A	Yes.
Q	What is the state government's financial commitment?
A	Funding is committed until June 2010 only.
Q	Do KRA's appear in multiple areas?
A	Yes, but not double dipped and considering cost and benefit. Working Group in place to ensure the KRA's, KPI's and measures are appropriate.
Q	Will provision be made for a tunnel as part of the long term transport solution?
A	Eventually, but initial focus on Ellen Stirling Boulevard, Stephenson Blvd and Osborne Park drain and plume.
Q	What is Westfield's timeline?
A	They are seeking to lodge a Development Application for land currently owned by government by the end 2010 with certainty – subject to successful land dealing negotiations.
Q	What is Westfield's current position?
A	The realignment of Ellen Stirling Boulevard fits their plans better but we need to continue to work together towards win-win outcomes.
Q	When will we see the Structure Plan Elements?
A	That is the next level of detail about to be developed.
Q	Has any analysis been done on cycle journey times in Europe to consider there relevance for here?

A	No, but typically any trip less than 5kms would be seen as a short journey and suited to alternative travel modes including walking and cycling.
Q	It is the public and local community who will cycle. When will they have input to the Cycle Plan and where?
A	Input has already been received through an earlier survey. Ongoing input is possible through forums such as this and ultimately in response to the Structure Plan.
Q	Where will bicycles be parked and how many bays will be provided?
A	We need to plan for bike parking provisions as part of new developments. This is recognised in the Bicycle Plan. The quantity of bays remains to be developed but needs to be significant.
Q	Will the hire bikes be licensed to manage behaviours?
A	No, but must be managed. Little Creatures does something similar with bicycle hire.
Q	Is land required on Scarborough Beach Road for bike lanes?
A	No the existing road reserve and/or roadway will be reallocated.
Q	Is this part of the Structure Plan?
A	Yes, to go to Council 15 June 2010 with ongoing input from here on. <ul style="list-style-type: none"> • Tonight • Precinct Planning • Structure Plan comment • Alliance office, etc
Q	Can copies of relevant documents be emailed to participants or put on web?
A	Yes, the following documents will be emailed to participants provided email contacts are supplied. <ul style="list-style-type: none"> • Cycling; • Energy and water barriers; • Sustainable Infrastructure.
Q	Could the stream be used as a turbine driven alternative energy source?
A	It may be possible but it is unlikely that there would be sufficient year round water flow.
Q	Do we have to rely on the train? Will people use it when they can drive?
A	People will still use their cars however we must start to actively promote alternative travel modes. We can't just build more and bigger roads.

4. WORKSHOP SESSION DELIVERABLE 9 – COMMUNITY LED PROJECTS

Marie Verschuer provided an overview of the proposed approach to community led projects noting the following:

- Objective – to undertake projects that will deliver tangible on the ground outcomes that will:
 - enhance local amenity and community wellbeing
 - assist to raise awareness of the project,
 - support development
 - help to develop the city's cultural and economic identity.
- Examples
 - Markets
 - Park and Streetscape improvements
 - Tree propagation

A brief workshop session followed to discuss Community Led Projects. The following broad process was discussed and collectively agreed as a suitable approach:

1. Establish context
 - The Stirling Alliance should facilitate the process; and
 - Community secure funding/grants.
2. Test interest/appetite
 - With community members at precinct level with many things people would like to see done soon;
 - The Alliance should add credibility, support, skills, etc;
 - Community to lead the implementation process to assist in demonstrating real community benefits;
 - Reward systems needed to encourage positive outcomes;
 - Community gardens one possibility; and
 - Seed programs – planting days.
3. Agree process
 - Consider at community level.
 - Make this a discussion topic for the future at precinct level.
 - Collaborative appetite exists to promote self esteem and credibility. Involving Not for Profit groups would also add funding credibility.
 - Social enterprise is important;
 - Gorilla funding – little pieces with overarching coordination;
 - Mechanism to bring groups together and assign to specific groups – NFP, etc on a horses for courses basis; and
 - Assist and mentor groups – catalyst needed to stimulate interest.

It was agreed that the Alliance should facilitate the process and the City of Stirling provide community services input and develop skills to inform community projects.

It was agreed that the process should be conducted at individual precinct level with an overarching group ensuring consistency and alignment. The process was mapped out as follows:

- Identify community ideas at precinct level;
- Agree priorities;
- Agree funding/resourcing needs;
- Agree funding/resourcing options;
- Agree delivery model; and
- Implement and monitor.

5. NEXT STEPS

The next steps in the process are to:

- Include our new Community Group members on the ALG – Jeff and Sally;
- Continue our Focus Group and project based work; and
- The next CLG meeting is scheduled to be held on 12th May 2010.

The meeting closed at 8:40pm.

ATTACHMENT ONE

STIRLING CITY CENTRE Community Leadership Group #8 Herdsman Lake Wildlife Centre

6:00pm - 9:00 pm, Wednesday 14 April 2010

WORKSHOP OBJECTIVE

The objective of the meeting is to increase community involvement in program delivery and Community led Projects for development the new Stirling city centre:

- Present a project update;
- Present and discuss the Structure Plan elements; and
- Identify, prioritise and plan community led projects.

AGENDA

START AT	ITEM	BY
6:00 pm	LIGHT MEAL ON ARRIVAL	
6:10 pm	Welcome, workshop purpose and process	Linton Pike
6:15 pm	Project Schedule and Update <ul style="list-style-type: none"> • Program Delivery • Structure Plan Elements • Business Case and Development Strategy • Goal Alignment Workshop Outcomes • Precinct 5 & 7 Update 	Peter Scales / Daniel Heymans
6:45 pm	Workshop Session Deliverable 9 – Community Led Projects Local Area Improvements Focus Group <ul style="list-style-type: none"> • Project : Liege Street Pilot Study • What does this mean? • Where else could this apply in the City centre? • Develop Draft Project Action Plan 	All
8:25 pm	Next steps <ul style="list-style-type: none"> • Meeting Dates • Other Business 	Daniel Heymans
8:30 pm	CLOSE	

ATTACHMENT TWO PARTICIPANT LIST



**Marie Verschuer
Linton Pike
Stephen Kovacs
Daniel Heymans
Phil Elliot
Denise Sutherland
Chris Tomich
Christine Holt
Kevin Xanthis
Brian Ham
Peter Scales
Phylis Robertson
Elizabeth Re
Sally Burgess de Castillo
Jeffrey Fogarty
Kevin Williams
Mario Valenti
Rae Kolb
Chris Martin
Fraser**