

**STIRLING CITY CENTRE**  
**Community Leadership Group #10**  
**Herdsmen Lake Wildlife Centre**  
**6:00pm – 8:30pm, Wednesday 14 July 2010**  
**WORKSHOP SUMMARY**

**1. WELCOME, WORKSHOP PURPOSE AND PROCESS**

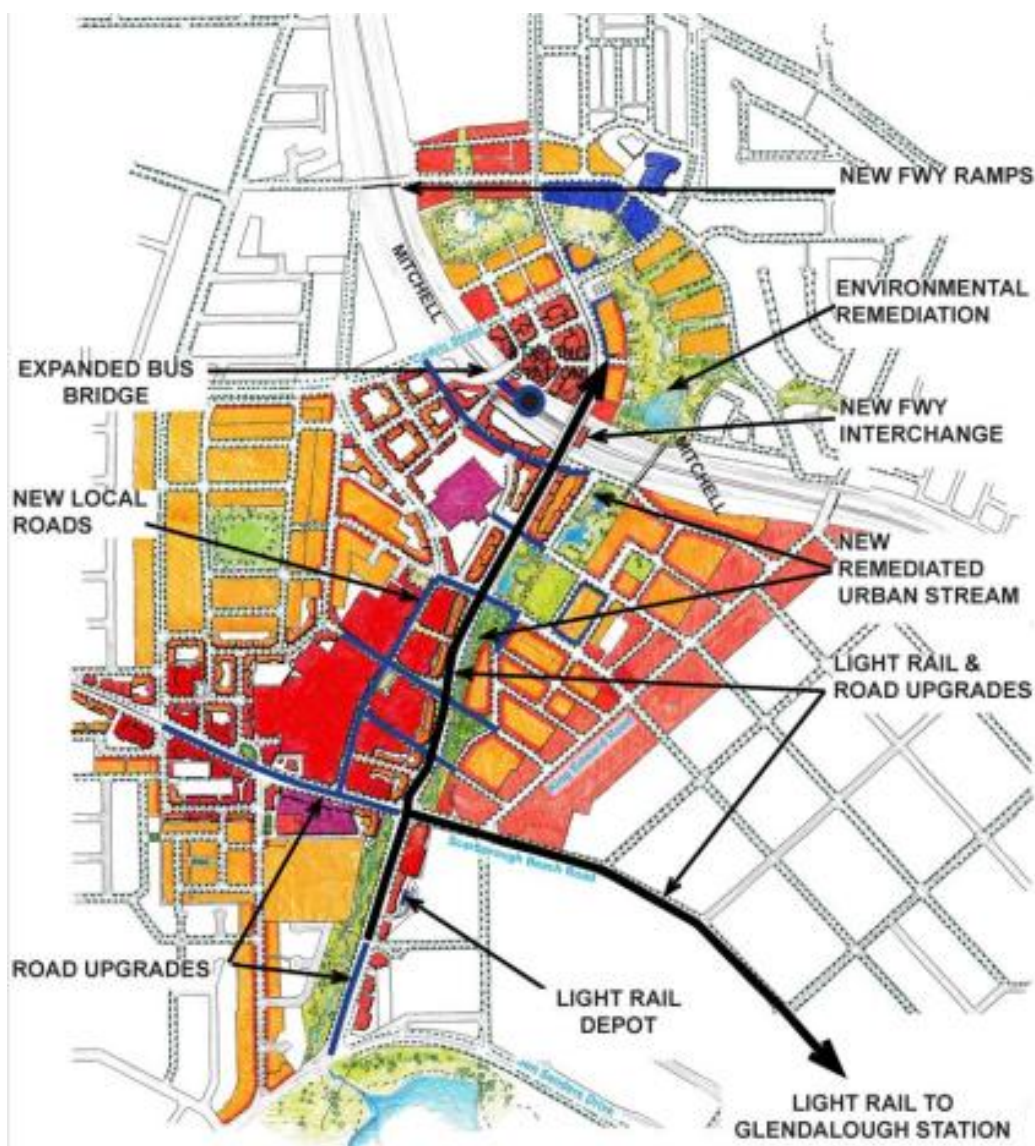
Linton Pike (workshop facilitator), welcomed participants and outlined the purpose and process of the CLG meeting. The purpose of the meeting is to:

- Present a project update and projected schedule of works;
- Explain the Infrastructure Australia (IA) funding submission; and
- Precinct 5 and 7 planning update.

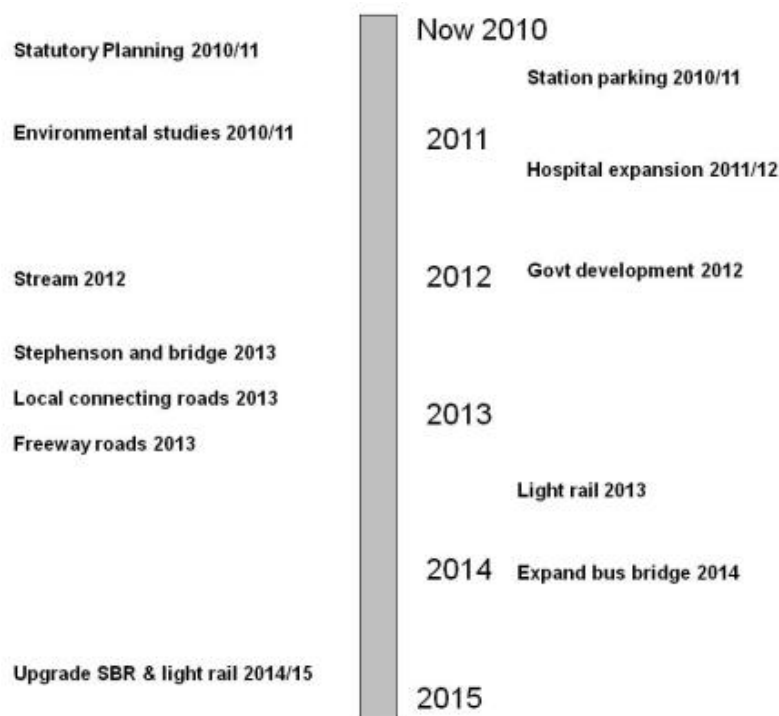
The meeting agenda is provided at Attachment One. A list of workshop participants is provided at Attachment Two.

**2. PROJECT SCHEDULE AND UPDATE**

Daniel Heymans of the Stirling City Centre Alliance provided a project schedule and update. Daniel explained the possible elements of the development proposed for the period from 2012 - 2015.



The following timeline is an Indicative Schedule for Stage 1.



Daniel noted the following key points:

- Program Delivery funding options are currently being considered and explored;
- Structure Plan /Centre Plan is being finalised for consideration by Council;
- The MRS Amendment is progressing;
- Business Case and Development Strategy are being finalised to seek state and federal government funding support;
- Light Rail is being pursued as a key element for early inclusion in the project to provide suitable public transport alternatives early in the development process;
- Options to provide a Government Office Hub close to the Stirling station are being considered; and
- The PTA carpark expansion is progressing as planned.

Daniel explained that the proposed City Centre changes have wide ranging implications including an associated need for:

- Improved road and rail capacity;
- Additional buildings at suitable locations;
- Expanded shopping capacity;
- New and additional employment opportunities;
- Supporting utilities and services; and
- Associated implementation cost.

### 3. BUSINESS CASE AND INFRASTRUCTURE AUSTRALIA SUBMISSION

Daniel Heymans presented the following key points on the Business Case.

Vision:

- The *Stirling City Centre* aspires “to become a sustainable 21st century city – a place for everyone”;
- The City will demonstrate a world class transit system and provide abundant local employment and housing opportunities; and

- The city centre is destined to become Perth's second CBD on account of transport and Locality advantages.

To enable Stirling City Centre to become Perth's "Second CBD" and demonstrate the Government's commitment to Perth's planning framework "Directions 2031" it is imperative that Stirling City Centre is developed in the near future. Perth's Spatial Framework- Directions 2031 proposes that:

- 2.2 Million people will live in Perth by 2031;
- That is an additional 550,000 people by 2031;
- 47% infill housing target; and
- Identifies major Activities Centres in the Metro Area.

Immediate benefits:

- Provide a light rail system and upgraded bus station that:
  - Unlocks up to \$16 billion dollars worth of investment;
  - Reduce capacity constraints on both the Mitchell Fwy and Northern Suburbs Railway (Perth's busiest transport corridor at capacity by 2025); and
  - Reduce traffic congestion and improve productivity of Innaloo and Osborne Park (Perth's 2nd largest employment area).
- Provide green infrastructure that will include:
  - Water re-use (reduce scheme demand);
  - Remediation and re-use of contaminated ground water; and
  - Renewable energy.
- Provide a high quality inner city urban environment that will enable:
  - Affordable living;
  - Affordable housing; and
  - Diversity of community facilities.
- A win/win funding model (for use across Australia) based around provision of upfront high quality public transport in return for increased development yields and reduced parking, together with a number of innovative funding options, including cash-in-lieu parking, value capture mechanism and parking levy.

The project is ideally placed to be implemented on schedule for the following reasons:

- Provides an urban renewal Model for Perth and the governance model has National applicability;
- Provides a technology and funding solution to brown fields development;
- All development is contained within 1 local authority (City of Stirling – WA's largest);
- As Perth's second CBD the Stirling City Centre development is an ideal size project;
- Has broad community support for redevelopment;
- It is a key part of the traffic congestion solution in the medium term;
- Will induce up to \$16 billion of private sector development over its lifespan (Optima Centre);
- All components have a positive Benefit Cost Ratio (BCR); and
- Strong Business case underpinning the development.

The Strategic Merit of the project is underlined by a number of factors including:

- The *Stirling City Centre Alliance* exemplifies of all that the Federal Government is seeking in regard to the future of Australia's cities.

- In respect of the key theme of *'Transforming Our Cities'* the recent Infrastructure Australia Report (Getting the Fundamentals right for Australia's infrastructure priorities) identifies the goal to develop productive, sustainable and liveable cities by:
  - Consolidating decision-making practices;
  - Making better use of existing infrastructure; and
  - Increasing public transport capacity and use.
- In support of this goal, the report details the following key steps:
  - The development and co-ordination of integrated land use and infrastructure plans for urban areas;
  - Significant improvement in public transport networks;
  - Improved governance of urban planning, incorporating stronger co-ordination and participation across government, industry and the community; and
  - Integrated long-term strategies to manage land use planning, density, population and urban congestion.
- The WA Government, through key planning initiatives such as *'Directions 2031'* and the *'Perth Public Transport Master Plan'*, is progressing development of the whole Perth urban region in accord with this Federal Government approach. The *Stirling City Centre Alliance* is occurring within this Federal and WA Government context.

The latest development cost estimates are provided below.

Cost Item	Jan 2010 Cost Estimates		Current Cost Estimates	
	Base Case	Main Street 2009	Main Street 2010	Main Street & Glendalough
Stephenson Blvd & Fwy Interchange (Design, Land, Relocation of Services & Construction)	80.0	80.0	132.0	132.0
New Local Roads (Design, Land, Relocation of Services & Construction)	34.0	22.0	21.0	21.0
Hertha Rd Fwy Ramps		36.0	28.0	28.0
Scarborough Beach Road (Odin Rd - Main St) (Design, Land, Relocation of Services & Construction)	17.0	32.0	34.0	105.7
Light Rail (Stirling Station - Glendalough Station) (Design, Depot, Stops, Rail Cars & Construction)	5.0	30.0	59.0	134.0
Expansion of Stirling Station Bus Bridge	15.0	15.0	22.0	21.7
Land Subdivision Costs (Water, Sewerage, Power Headworks Charges & Connection Costs)	32.0	32.0	32.0	32.0
Environmental Remediation & Green Infrastructure (Urban Stream Remediation & Water Re-use Plant)	35.0	60.0	44.0	44.0
Realignment of Ellen Stirling Blvd & Creation of "High Street" (Design, Land, Services relocation, Construction)		67.0	60.2	60.2
<b>Total</b>	<b>218.0M</b>	<b>374.0M</b>	<b>432.2M</b>	<b>578.6M</b>

The associated cash flows for Stage 1 development (2011 to 2017) are shown below.

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Cost \$M
Stephenson Blvd & Fwy Interchange (Design, Land, Relocation of Services & Construction)		9.50	52.80	69.70			<b>132.00</b>
New Local Roads (Design, Land, Relocation of Services & Construction)		1.51	7.17	12.32			<b>21.00</b>
Hertha Rd Fwy Ramps			2.69	25.31			<b>28.00</b>
Scarborough Beach Road (Odin Rd - Main St) (Design, Land, Relocation of Services & Construction)	0.36	4.70	12.00	19.58	33.85	35.20	<b>105.69</b>
Light Rail (Stirling Station - Glendalough Station) (Design, Depot, Stops, Rail Cars & Construction)		4.25	27.20	36.55	28.29	37.71	<b>134.00</b>
Expansion of Stirling Station Bus Bridge			1.56	13.77	6.37		<b>21.70</b>
Land Subdivision Costs (Water, Sewerage, Power Headworks Charges & Connection Costs)		1.15	7.17	8.66	7.51	7.51	<b>32.00</b>
Environmental Remediation & Green Infrastructure (Urban Stream Remediation & Water Re-use Plant)	3.17	21.47	19.36		<b>Cost Item</b>		<b>44.00</b>
Realignment of Ellen Stirling Blvd & Creation of "High Street" (Design, Land, Relocation of Services Construction)		15.69	27.40	6.44	8.33	2.35	<b>60.21</b>
<b>Total</b>	<b>3.53</b>	<b>58.27</b>	<b>157.35</b>	<b>192.33</b>	<b>84.35</b>	<b>82.77</b>	<b>578.60</b>

Daniel noted that work on the IA Submission has identified that:

- Federal Government funding of \$435 M (75% of \$580M) is required over four to six years (commencing late in 2011/12) to provide for essential 'upfront' enabling infrastructure; and
- This will ensure that the Stirling City Centre develops true to the Vision. Early commitment by the Federal Government will provide the confidence necessary to attract other investors – both public and private. It will also demonstrate that the Federal Government is serious about transforming Australia's cities – with Stirling City Centre being a 'show-case' example for others to follow.

#### 4. PRECINCT PLANNING UPDATE

Daniel Heymans presented the Precinct Planning update and presented the current preferred Precinct 5 Planning concept.



### Precinct 5 Concept

Medium to high density residential inner city neighbourhood centred around the existing park

Excellent accessibility to the city core, retail and associated activities via high quality pedestrian friendly streets

#### Core Principles

A high amenity environment for cycling, walking, and non vehicle movement options as a priority.

High quality streetscapes, public spaces and parks

Preserve and enhance the economic value for existing community and business

Daniel noted that work has also progressed on precinct 7. The planned program to completion for each precinct is shown below.

#### Precinct 5

- Finalise detailed area plan end July 2010
- Refer to CLG, ALG and Board August 2010
- Refer to Council September 2010
- Advertise October 2010
- Adopt with SP as amendment to LPS 3

#### Precinct 7

- Workshop to develop concept 21 July 2010
- BBQ 22 August 2010
- Finalise plan September 2010
- Refer to CLG, ALG and Board September 2010
- Refer to Council October 2010
- Adopt

Daniel added that the more detailed planning work for Precinct 1 (Westfield) and Precinct 2 (Station precinct) will commence in September 2010.

## 5. QUESTIONS AND ANSWERS

The following is a summary of the questions and answers raised during the course of the meeting.

<b>Q</b>	Will Stephenson be a straight and direct route or deviate as shown in the plan presented at the meeting?
<b>A</b>	It will be a straight and direct route.
<b>Q</b>	Will the intersection of Stephenson Avenue and Scarborough Beach Road be grade separated?
<b>A</b>	No it will provide a town centre boulevard style link. This will avoid the divisive effect of grade separated links.
<b>Q</b>	Will frontage be possible on the eastern side of Stephenson Ave south of Scarborough Beach Road?
<b>A</b>	There will be some development potential in the area with some lots sold in the area over the year or so. A light rail depot may also be included in the area. Burgay Court is currently a cul de sac but may be continued to link direct to Stephenson Ave. Other east west links including Carbon Court, Howe St, Guthrie St and Sarich Court will also be extended over time to link with or even cross Stephenson Ave with associated land acquisition required.
<b>Q</b>	Will Stephenson Ave become a local road or a main road?
<b>A</b>	It will be a local road with local government responsibility as a city centre zoning.
<b>Q</b>	What is planned for the Hutton Street extension is it still possible?
<b>A</b>	Negotiations are continuing with land owners to extend Hutton St to Jon Sanders Drive as part of a long term transport solution. Other network changes are also planned including other freeway links at King Edward Road, Hertha Road, McDonald St, Powis St and Hutton St widening and extension.
<b>Q</b>	What is likely to happen in the area to the south of Scarborough Beach Road and west of Stephenson Ave?
<b>A</b>	Development potential is possible and could potentially address Stephenson Ave with room for the inclusion of the urban stream. Surplus land is available on all quadrants at the intersection of Scarborough Beach Road and Stephenson Ave.
<b>Q</b>	What will happen to the existing Stephenson Highway link?
<b>A</b>	The link will remain but public transport provisions will be included with it.
<b>Q</b>	What about Stephenson Highway south of Pearson St?
<b>A</b>	This extends beyond the planning boundary for the project and is not included. This part of Stephenson Highway will be considered by the Department of Planning.
<b>Q</b>	Does the Structure Plan cover the entire area or Stage 1 works only?

<b>A</b>	It includes the entire area and enabling infrastructure but not down to local road level.
<b>Q</b>	Are any upgrades planned to Scarborough Beach Road?
<b>A</b>	The section from Main Street to Odin Road will include light rail with associated access strategy. A continuous median will be created with greater control of access. Stephenson and Scarborough Beach Road are closely linked and need to be considered as a single entity. Scarborough Beach Road will include light rail planning provision.
<b>Q</b>	Who will fund the roadworks?
<b>A</b>	Funding will come from various sources potentially including federal, state and local government and the private sector.
<b>Q</b>	What is the extent of the Stirling City Centre?
<b>A</b>	It extends from Jon Sanders Drive to Karrinyup Road and from Hutton St to Odin Road. Planning allows for the retention of the industrial area east of King Edward Road.
<b>Q</b>	Land tax on industrial land means that it is not possible to provide industrial land uses as the return on investment is inadequate. As a result we seem to go through the cycle of large lots to small lots and return. How will this be managed?
<b>A</b>	The issue is recognised and is a challenge to be addressed by government. It is not an issue that this project will solve.
<b>Q</b>	Is the identified \$16B investment conditional upon Stephenson?
<b>A</b>	Yes, it is with government commitment to make the major contribution to the enabling infrastructure as a model for application around Australia.
<b>Q</b>	How sensitive is this project to a change of government?
<b>A</b>	City of Stirling is lobbying both sides of politics. We will work through the associated risk and continue to work with both parties with no guarantees. Both parties have implemented similar infrastructure and development polices and plans.
<b>Q</b>	Will the implementation process be driven by a Redevelopment Authority?
<b>A</b>	There is no plan to do so with long lead times (around 3 years) needed to put in place the enabling legislature.
<b>Q</b>	Are resumptive powers available to the Alliance?
<b>A</b>	Not to the Alliance itself but through the City of Stirling and/or the WA Planning Commission with all approving powers in place.
<b>Q</b>	Can all of this be delivered for only around a half a billion dollars?
<b>A</b>	These are the current estimated for enabling infrastructure.
<b>Q</b>	Will traffic be taken off Scarborough Beach Road using service roads or easements to ease the load?

<b>A</b>	This is not included in current planning with setbacks in place to allow for rear access via laneways in the long term.
<b>Q</b>	Is there potential for initial funding commitments to stall over time?
<b>A</b>	Yes, and that is why we need to work with all levels of government and private funders to ensure we get the full length of light rail initially.
<b>Q</b>	What is the light rail depot mentioned for Stephenson Ave?
<b>A</b>	It is a storage site for light rail rolling stock that is close and accessible but not occupying prime land.
<b>Q</b>	Is the realignment of Ellen Stirling Blvd still planned?
<b>A</b>	May still go ahead pending future planning solutions and options. Westfield is still working with David Jones to attract them to the shopping centre and will continue to work with them. The Structure Plan provides a mechanism to drive the desired planning outcomes.
<b>Q</b>	Is methane gas still a problem?
<b>A</b>	Environmental assessment says no but there will still be some pockets with remediation treatments important in deciding.

Peter Scales added that:

- When this project was established it was set up as an Alliance and included resident, business and sustainability representatives and resulted in what we have termed a PPCP - Public Private Community Partnership to provide a rare opportunity to plan a new city centre.
- We are seeking to make the city a great place for people that is multi generational.
- This is a chance to be involved and influence the resultant outcomes – green friendly, and environmentally responsible.
- We all need to let others know and encourage them to get involved. This includes residents, business and other stakeholders to set the future directions with active involvement.

## 6. NEXT STEPS

Daniel Heymans explained that the next steps in the process include:

- Precinct 7 meeting 21<sup>st</sup> July 2010;
- Precinct 5 meeting on 28<sup>th</sup> July 2010;
- Precinct 7 bar-b-que on 22<sup>nd</sup> August 2010;
- Lodging of the IA submission during October 2010;
- Centre Plan advertising around September/October 2010; and

***Daniel thanked everyone for their involvement and explained that the next CLG meeting would be held on 11<sup>th</sup> August 2010 at the Alliance Office at 369 Scarborough Beach Road (near the intersection of Odin Road).***

The meeting closed at 8:00pm.

## ATTACHMENT ONE - AGENDA

### STIRLING CITY CENTRE Community Leadership Group Herdsman Lake Environment Centre 6:00pm - 8:30pm, Wednesday 14 July 2010

#### AGENDA

START	ITEM	BY
6:00	Light supper upon arrival	
6:10	Welcome, workshop purpose and process	Linton Pike
6:15	<b>Project Schedule and Update</b> <ul style="list-style-type: none"> <li>• Program of works</li> <li>• Fixing the traffic problems when and how? What is a realistic expectation?</li> <li>• The impact of building the SCC on you and your future</li> </ul>	Daniel Heymans
6:55	<b>Business Case</b> <ul style="list-style-type: none"> <li>• IA Submission</li> <li>• Who pays – will the community be asked to contribute?</li> </ul>	Daniel Heymans
7:30	<b>Precinct Planning Update</b> <ul style="list-style-type: none"> <li>• Precinct 7</li> <li>• Precinct 5</li> <li>• Precinct 1 and 2</li> </ul>	Daniel Heymans
7:45	Issues Arising and Next Steps	Daniel Heymans
8:00	Close	