

# **STIRLING CITY CENTRE ALLIANCE CLG MEETING - 11**

14 July 2010  
Herdsman Lake Environment Centre  
6.00 pm to 8.30pm



# Introduction



# Purpose of Meeting

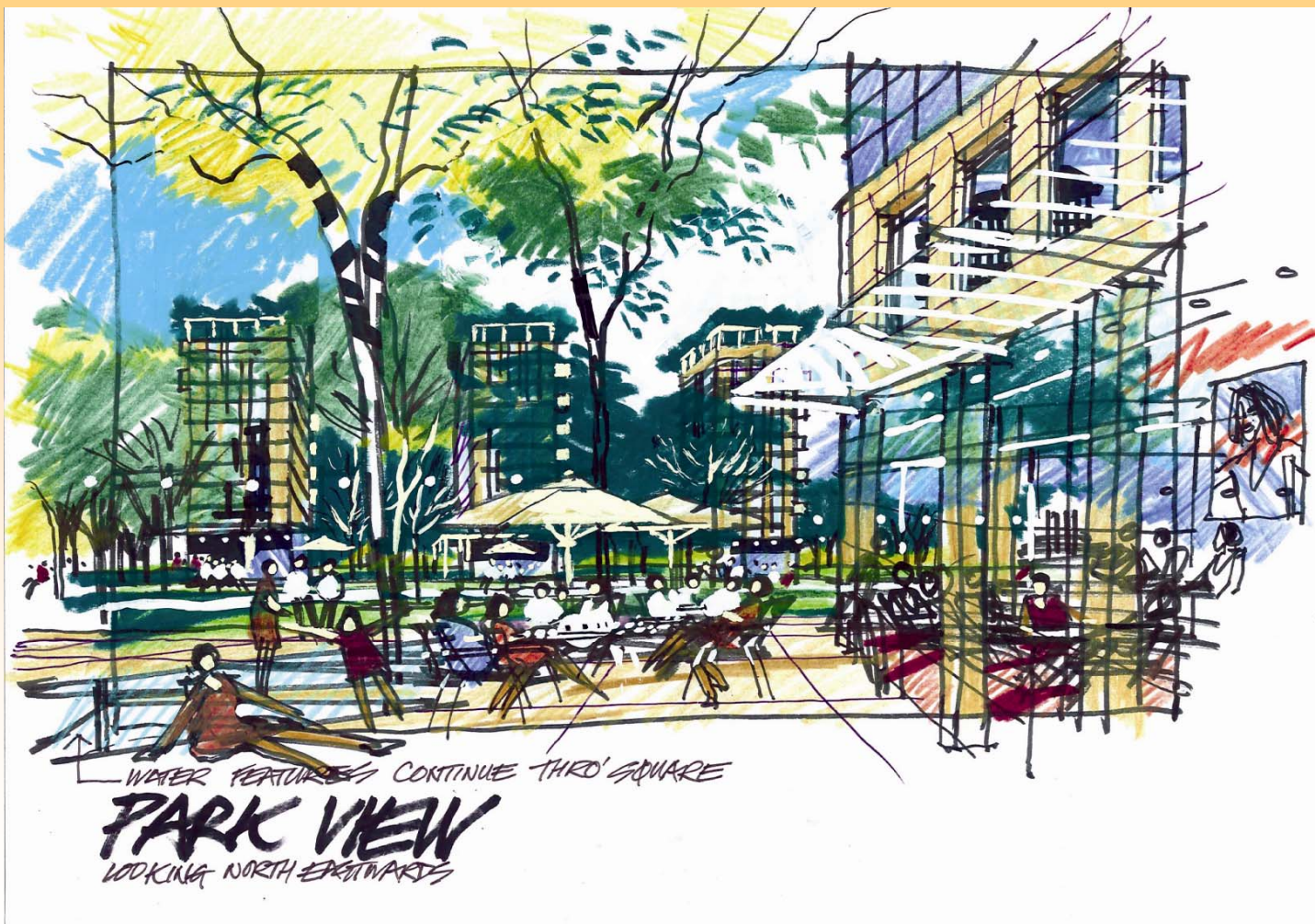
*The purpose of the meeting is to:*

- *Present a project update and projected schedule of works*
- *Present on the IA funding submission*
- *Precinct 5 and 7 planning update*

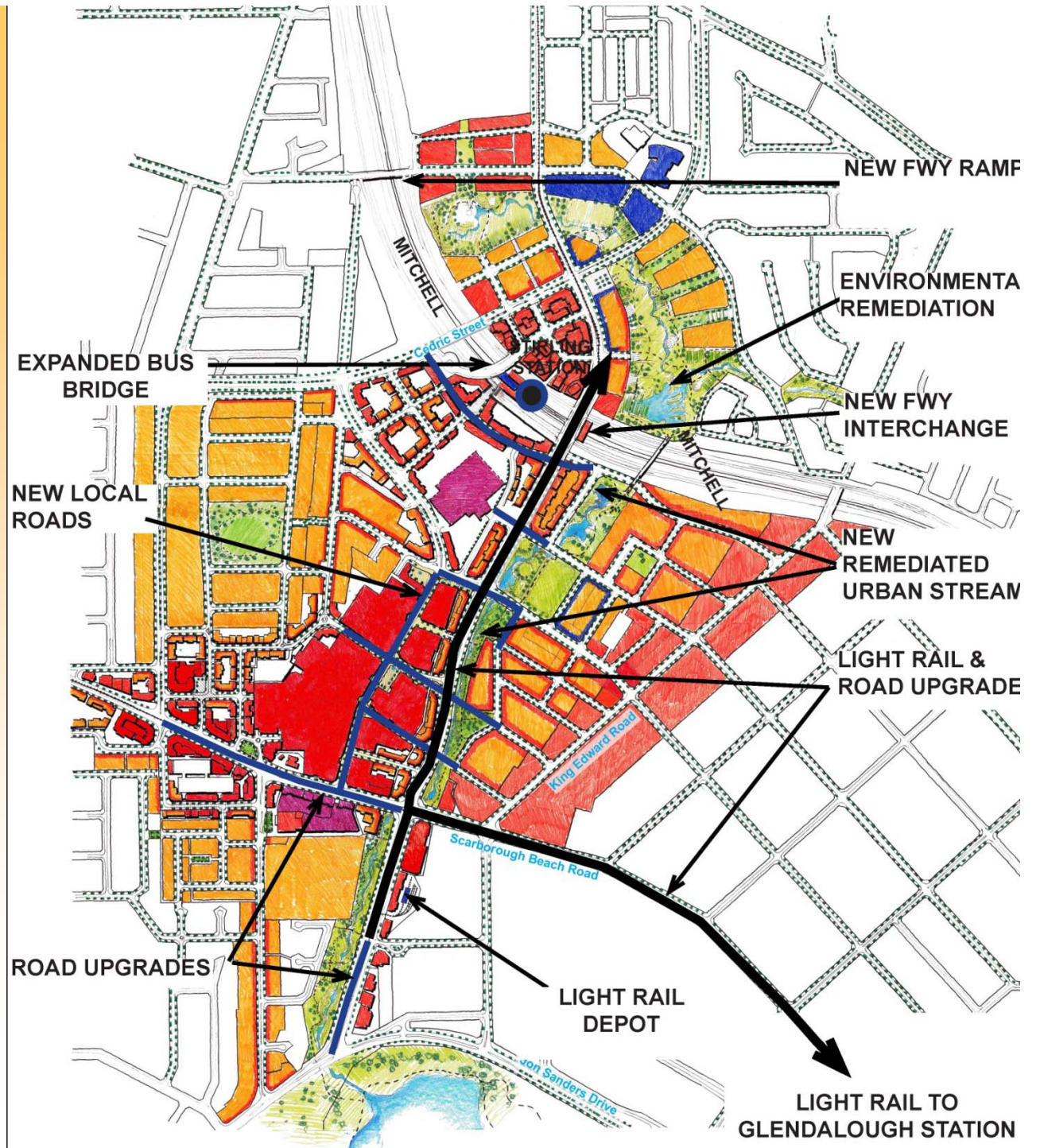
# Agenda

START AT	ITEM	BY
<b>6:00 pm</b>	<b>LIGHT MEAL ON ARRIVAL</b>	
6:10 pm	<b>Welcome, workshop purpose and process</b>	Linton Pike
6:15 pm	<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 All
6:55 pm	<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 / Neville Binning
7:30 pm	<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>	
7:45 pm	<b>Issues Arising</b> <b>Next steps</b>	All Daniel Heymans
<b>8:00 pm</b>	<b>CLOSE</b>	

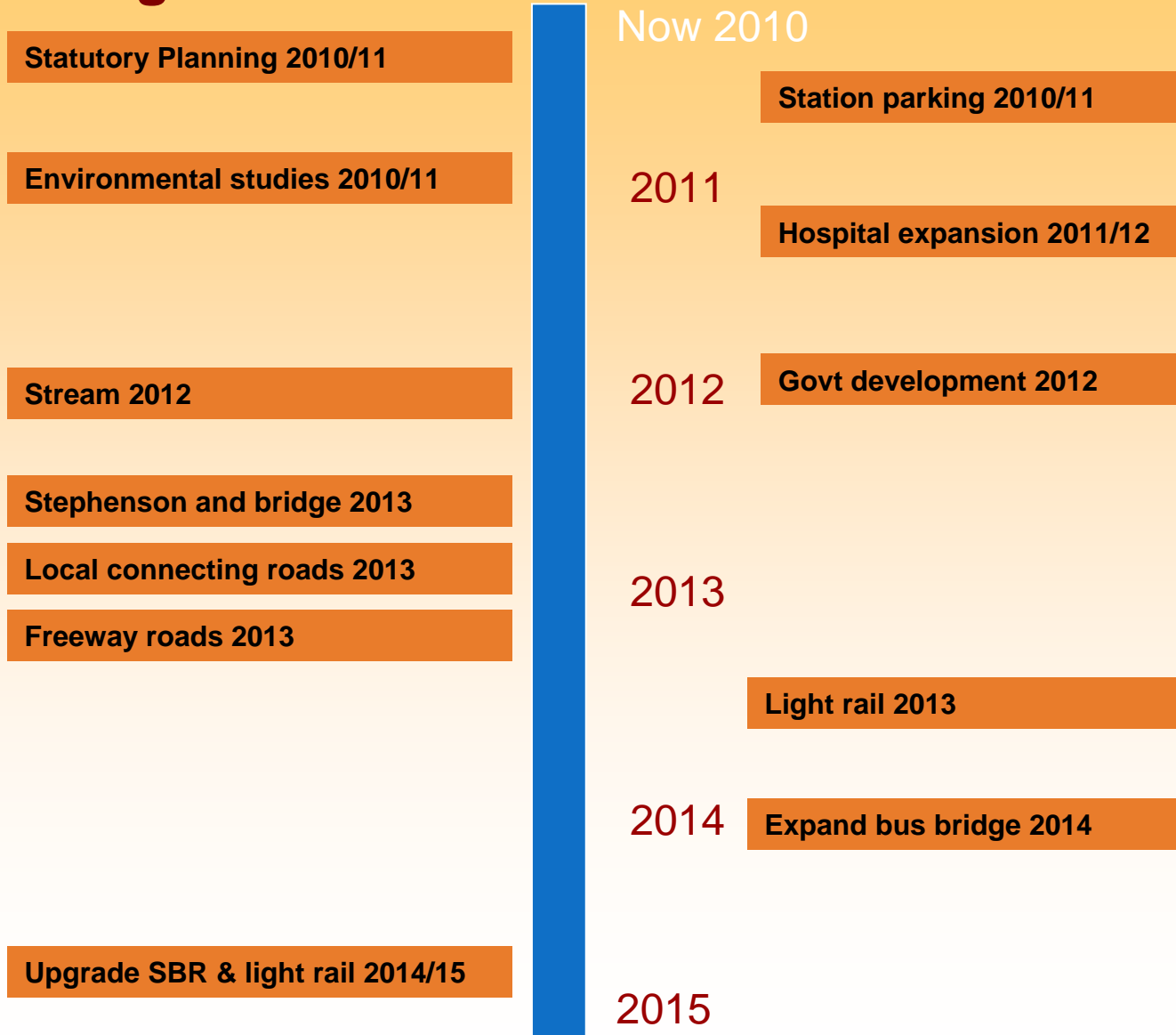
# Project Update



# Possible Stage 1 Development 2012 - 2015



# Indicative Schedule Stage 1



# Project Update

- Program Delivery funding
- Structure Plan /Centre Plan
- MRS Amendment
- Business Case and Development Strategy
- Light Rail
- Government Hub
- PTA carpark

# impact of building the city centre

- Roads and rail
- Building
- Shopping
- Work
- Utilities
- Services
- Cost

# Business Case and IA Submission



# Vision

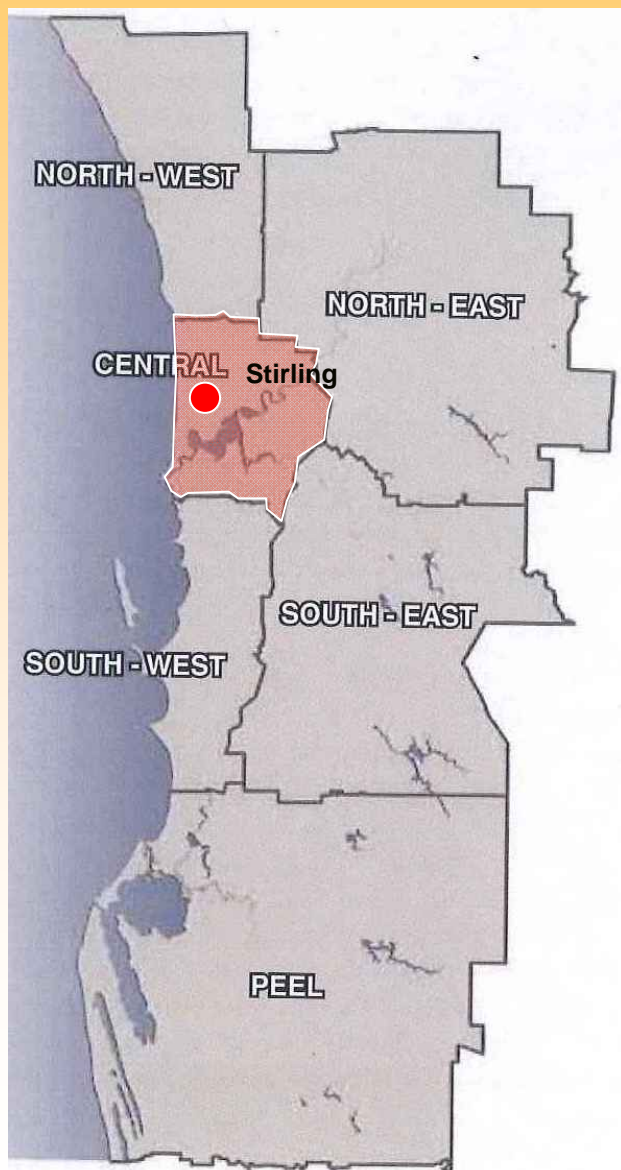
- The *Stirling City Centre* aspires “to become a sustainable 21st century city – a place for everyone”.
- The City will demonstrate a world class transit system and provide abundant local employment and housing opportunities.
- The city centre is destined to become Perth’s second CBD on account of transport and Locality advantages.

# Imperative

- *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”



- **2.2 Million people in Perth by 2031**
- **Additional 550,000 people by 2031**
- **47% infill housing target**
- **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.

# Immediate Benefits

- 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.

# Implementation

- 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;
  - Key part of 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 BCR; and
  - Strong Business case underpinning the development.



# Strategic Merit

- 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.



# New estimates

Cost Item	Base Case	Main Street 2009	Main Street 2010	Main Street & Glendalough
Stephenson Blv & Fwy Interchange (Design, Land, Relocate Services & Construct)	80.0	80.0	132.0	132.0
New Local Roads (Design, Land, Relocate Services & Construct)	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, Relocate Services & Construct)	17.0	32.0	34.0	105.7
Light Rail (Stirling Station - Glendalough Station) (Design, Depot, Stops, Rail Cars & Construct)	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 (Stream Remediation & Water Re-use Plant)	35.0	60.0	44.0	44.0
Realignment of Ellen Stirling Blv & Creation of "High Street" (Design, Land, Relocate Services, Construct)		67.0	60.2	60.2
<b>Total</b>	<b>218.0</b>	<b>374.0</b>	<b>432.2</b>	<b>578.6</b>

## Stirling City Centre - Infrastructure Cash Flow 2011 - 2017

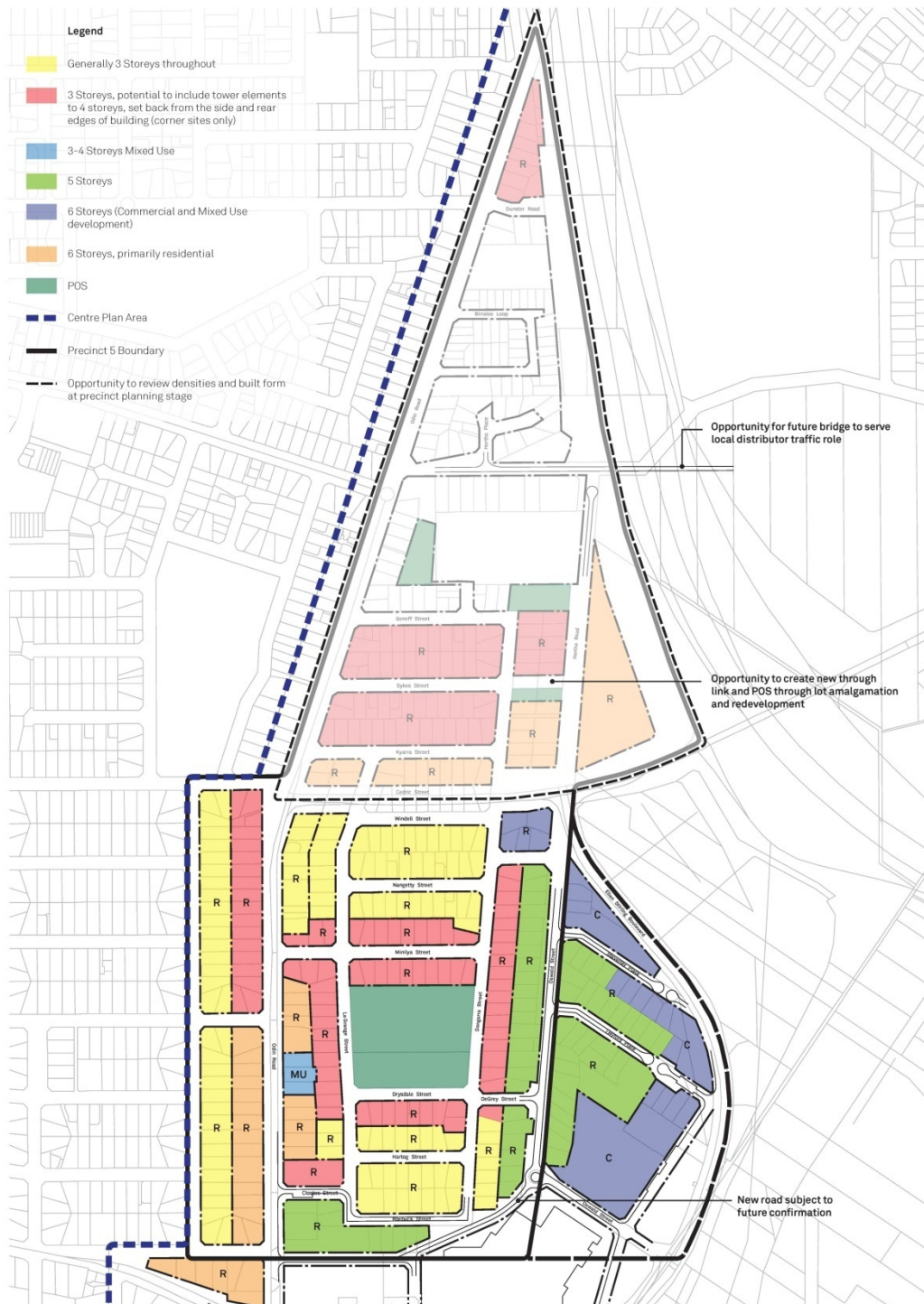
Cost Item	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Cost \$M
Stephenson Blv & Fwy Interchange (Design, Land, Relocation of Services & Construction)		9.50	52.80	69.70			<b>132.00</b>
New Local Roads (Design, Land, Relocation of Services & Construction)		1.51	7.17	12.32			<b>21.00</b>
Hertha Rd Fwy 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 (Stream Remediation & Water Re-use Plant)	3.17	21.47	19.36				<b>44.00</b>
Realignment of Ellen Stirling Blv & 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>

# IA Submission

- Federal Government funding of \$435 M (75% of 580 M) is required over four to six years (commencing late in 2011/12) to provide for essential 'upfront' enabling infrastructure.
- 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.

# Precinct Planning Update





# 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

# Precinct Program

## **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

## **Precinct 1&2**

- Precinct 1 – Westfield
- Precinct 2 - Station precinct commences September 2010

# Next Steps



# Next Steps

- Precinct 5 meeting 28 July
- Precinct 7 meeting 21 July
- Precinct 7 BBQ 22 August
- IA submission October 2010
- Centre Plan advertising  
September/October 2010
- **CLG meeting 11 August 2010**