

STIRLING CITY CENTRE
Community Leadership Group #10
Herdsmen Lake Wildlife Centre
 6:00pm – 8:30pm, Wednesday 9 June 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:

- Present project schedule update;
- Structure Plan presentations; and
- Deliverable 9 project commencement CLG Focus Groups Action Plans.

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 information and update noting the following:

2.1 Project Funding

- State Government has now committed \$5.5million;
- City of Stirling has committed \$3million; and
- The funds are provided for operational seed funding and project due diligence over a 3 year time frame as shown in the table below.

	10/11	11/12	12/13
State Government	2.0	2.0	1.5
City of Stirling	1.5	1.5	
TOTAL	3.5	3.5	1.5

Land Transfer

- Cabinet is considering the request to transfer surplus road reserve land to the WAPC for inclusion as part of the project at nil value to WAPC.

2.2 Business Case

- The project development Business Case is considering changes in project scope over time and seeking to demonstrate the feasibility of the project;
- Project viability analysis is being undertaken based on current and emerging data;
- The Business Case will inform the subsequent Development strategy.

Project Viability

- Business Case feasibility assessment has shown that the original analysis (completed in December 2009) indicated all scenarios had marginal levels of project viability;
- The feasibility reflected two primary drivers:

- Cost contingencies (40%) for all items due to lack of certainty and detail; and
- High level estimates for uncosted items (e.g. Stream);
- Currie and Brown was engaged to undertake more detailed estimates assuming that:
 - Hertha Bridge is not included as part of the 1st 5 years works;
 - Urban Stream re-alignment is to be undertaken to provide a moderate level of amenity;
 - The relocation of the drain under the freeway is to be included;
- Westfield's commitment to a mall based business model has impacted upon the resultant land use and traffic solutions. As a result a number of key sticking points remain as potential unresolvable hurdles in developing an agreed integrated land use and transport solution.

The next steps in the business case feasibility include:

- Finalisation of a number of key infrastructure estimates:
 - Bridge;
 - Light Rail Cost; and
 - Scarborough Beach Road estimates; and
- These estimates will then be included in the business case and run through the feasibility models to test viability.

Six planning scenarios are being considered for the central city area. Each included element is shown with an 'X' in the following table:

Within 5 years of approval/commencement			
Scenarios	Stephenson (Cedric to SBR)	Light Rail	Ellen Stirling Blvd realigned
1			
2		X (in ESB)	
3	X		
4	X	X (in Stephenson)	
5	X		X
6	X	X (in Stephenson)	X (and elevated)

2.3 Corner of Scarborough Beach Road and Stephenson Avenue

A potential development site exists on crown land at this intersection:

- 1.51ha over two future development lots - southern ~ 0.75ha for future light rail depot with development over, northern ~ 0.76ha for landmark development.
- A strategic location for high-value commercial / office, as well as potential mixed-use activities.
- Opportunity to link agglomerations within Herdsman Business Park to City Centre, particularly once high-frequency public transport is established.
- 6-star development to reflect sustainability goals.

Current tasks:

- Land amalgamation and sub-division process.
- Utility infrastructure assessment.
- Environmental study.
- Site-specific Detailed Area Plan.
- Economic modelling for PPP-based Request for Proposal – DoH involvement.
- Budget estimate \$200,000 for above.

Timeline:

- Currently implementing above tasks through to October / November 2010.
- Tie-in with over-arching processes (Structure Plan, Local Planning Scheme Amendments) through to end 2010.
- Aim to release RFP January / February 2011.

2.4 Government Office Hub

The Department of Building Management and Works (BMW) is currently developing a business case for 30,000m² net letable floor area and hopes to issue a request for proposal (RFP) in October 2010. The aim is to establish a transport orientated development, hence locations close to Stirling Train Station preferred.

3 potential sites exist:

- Site 2.2 Government land adjacent to freeway ~ 1.37ha. Uncleared, hence environmental / geotechnical assessment required.
- Site 2.2 privately owned land ~ 1.27ha + Site 2.3, cleared and ready for development.
- Site 5 Air-rights over Stirling Train Station. Former tip site, hence environmental / geotechnical assessment required.

Current tasks include:

- Compile information and issues associated with each site.
- Planning considerations of freeway modifications (on/off ramps).
- Utility infrastructure.
- Environmental / geotechnical aspects.
- Development timelines.

Timeline:

- Working closely with BMW to meet their timeline of issuing a RFP in October 2010.
- Tie-in with over-arching processes (Structure Plan, Local Planning Scheme Amendments) through to end 2010.
- The privately owned site presents an shorter overall development timeline as the other sites are subject to planning schemes being established and environmental / geotechnical studies being undertaken.

2.5 Centre Development Key Steps

Other initiatives in the development of the town centres include:

- Ongoing Westfield negotiations;
- Options being considered for Westfield expansion and other main street shopping;
- Access considerations, including Stephenson design;
- Light rail design options;

- Parking and access;
- Housing.

2.6 Public Transport and Light Rail Funding

In order to make public transport happen a number of considerations must be addressed:

- We need a range of earthworks, intersection treatments, priority lanes and other up front capital work regardless of the type of proposed Public Transport solution;
- Once we have these prerequisites in place we can make a choice as to the technical solution for the public transport operation (bus or light rail); and
- There is potential to use value capture mechanisms to assist in funding light rail but it is unlikely to be viable for bus etc.

Light rail project cost research has identified that:

- Typical per km cost varies significantly from between \$10 million to \$100+ million;
- Key cost variables include the extent of earthworks, traffic treatments, and land resumption required to enable the track to be built. These are very site specific variables and need to be dealt with on a route by route basis;
- However, track, rail car and power costs should be more site independent as should operating costs;
- Gold Coast Light Rail Study suggest these are in the order of \$6 million per km however further work is required to verify this; and
- This project may be an opportunity to create a value capture mechanism for funding these costs on a metropolitan wide basis as a “lesson learnt”.

Further work to be completed includes:

- Parsons Brinckerhoff light rail work will allow the model to be refined;
- Further discussions with Brian Haratsis is required on cost allocation principles;
- Need work to demonstrate that we have addressed IA principles;
- Better cost estimates are required.

2.7 Scarborough Beach Road Activity Corridor

Stephen Kovacs explained that the Scarborough Beach Road (SBR) Activity Corridor Study has been established as an activity corridor demonstration project. The corridor extends from Charles street to Scarborough Beach.

The project has been initiated to:

- Respond to the concept of activity corridors as a WA Planning Commission priority of Network City;
- Develop understanding of activity corridors in the metro area; and
- Improve land use and transport along SBR – as development pressure continues.

The project has been established as a joint venture initiative between the Department of Planning and the City of Stirling. Actively participating agencies include the Department of Planning, the City of Stirling, the Town of Vincent, the Public Transport Authority, Main Roads WA and Bikewest.

The direction the project is taking is to:

- Promote public transport and cycling along the corridor;
- Provide for a more accessible/ equitable corridor;
- Foster a mix of employment along the corridor;

- Expand residential populations within the walkable catchment of the corridor;
- Tame poorly designed showroom development;
- Make use of great opportunities to develop Glendalough, Osborne Park and Doubleview; and
- Simplify the experience for all transport modes, including the road user.

The timeline for the study I as follows:

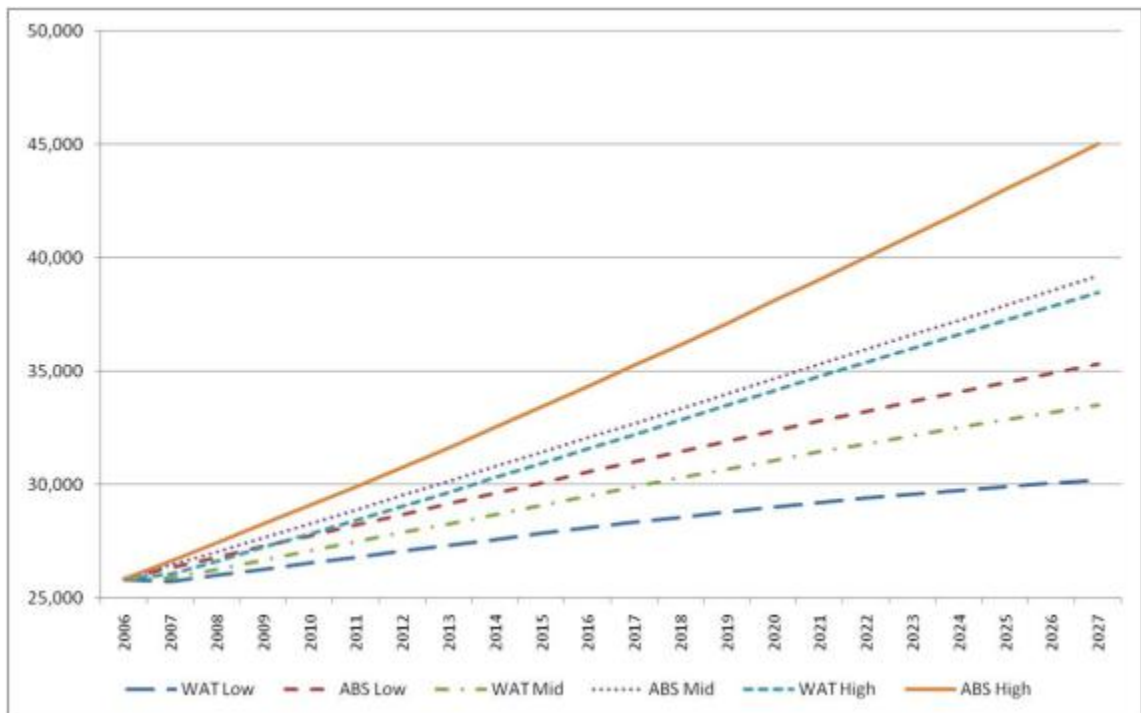
- Scoping Study 2008
- Population and Land Use Target Study 2009
- Transport Strategy 2010
- Urban Design Study 2010

2.8 Commercial and Industrial Activity

Daniel explained that commercial and industrial activity in the metropolitan context shows that:

- As at 2007, commercial floor area in SBR corridor is approximately 3% of metro total (inc CBD/West Perth) or 4.5% of metro total (exc CBD/West Perth).
- As at 2001, industrial floor area in SBR corridor is approximately 10% of all general industrial floor area in metro area.
- As at 2007 there was approximately 215,000m² of office floor space in Osborne Park which is 55% of the office floor space in West Perth.

Forecast Population Growth for the metropolitan area is shown in the graph below.



High Growth in the Stirling City Centre may account for 2% of Metropolitan Area Total.

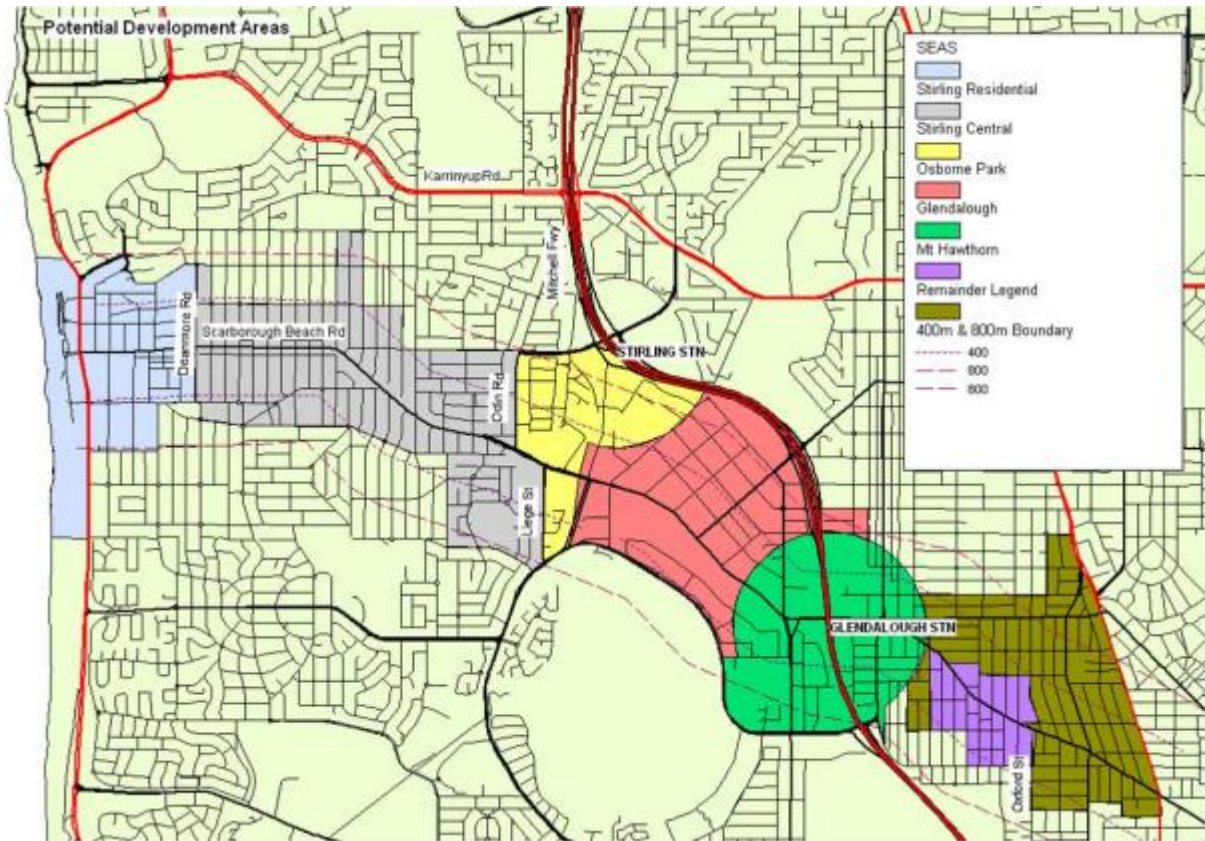
Mid Growth may account for 1.7% of Metropolitan Area Total (2006 Census Proportion)

Low Growth may account for 1.5% of Metropolitan Area Total.

This equates to the following potential growth scenarios:

- Maximum: + 20,000
- Minimum: + 5,000
- Most Likely: + 8,000 – 13,000

The potential development areas are shown below.



Potential Population numbers for the future assuming a full build out with higher person/dwelling ratio are shown below

	SEAS	Stirling Residential	Stirling Central	Osborne Park	Glendalough	Mt Hawthorn	Remainder
New Separate House Population	0	0	0	0	0	0	0
New Semi Detached Population	1,805	1,504	1,316	0	1,880	158	0
New Apartment Population	3,638	325	10,231	0	14,616	34	0
Total New Population	5,443	1,829	11,547	0	16,496	192	0
Total Population (New + Existing)	9,606	10,117	12,651	66	19,229	1,749	6,551

2.9 Transport Study

Daniel explained that the Transport Study is being undertaken by SKM and the preliminary findings suggest that:

- Dedicated light rail lanes on SBR from Main St to Scarborough Beach are appropriate;
- This is the PTA's 3rd busiest bus route and slowest;
- Growth forecast shows light rail will carry up to 40,000 people per day (Mandurah line 50,000).
- A 42 m wide boulevard is needed to provide this level of service;
- Priority will be given to walking, cycling and public transport over private vehicle usage.

The SBR Activity Corridor should be established:

- As a high capacity, high frequency public transport route;
- Designed for connectivity and accessibility rather than high capacity for private vehicle travel;
- Relatively low speed with provision for safe, convenient movement and crossing by cyclists and pedestrians; and
- Result in a vibrant activity corridor with mixed use medium to high density taking advantage of good public transport.

Scarborough Beach Road will be designed to recognise that:

- Car lanes allow for 1,000 people per hour;
- Light Rail can carry 25,000 people which equates to 25 lanes of traffic; and
- Heavy Rail can carry 60,000 people which equates to 60 lanes of traffic.

The suggested mid-block cross section proposed for Scarborough Beach Road between Odin Road and Main Street is shown below:



The importance of walking and the need to provide an appropriate walking environment was explained noting that:

- It is a major transport mode in any city centre and mixed use activity centre;
- To encourage walking we need to design a pleasant, safe, secure, comfortable environment;
- Easy, safe crossings of busy roads is a major requirement;
- A good walking city must provide a direct and legible movement network to major destinations and public transport nodes; and

- It requires a fine grained street network with attractive, interesting street design.

The Potential for Cycling in Perth is demonstrated by:

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

A 10% cycling mode share for Stirling would require 18.5% of car drivers/journeys under 5kms to change to cycling over a period of about 30 years.

3. QUESTIONS AND DISCUSSION

Community questions and discussion included the following key points:

Q	Why use Charles St and not Fitzgerald St for light rail?
A	Major considerations include: <ul style="list-style-type: none"> • Not agreed or supported by City of Perth; and • Town of Vincent not supportive of light rail along Scarborough Beach Road but could be Green or Walcott;
Q	What road lane capacity will Scarborough Beach Road provide?
A	Stirling, Osborne Park and Glendalough will allow for 2 lanes through each direction plus public transport and bikes. The new Town Planning Scheme is likely to be endorsed during 2010 with further amendments likely to follow. The scheme does not allow for showrooms or car yards on Scarborough Beach Road with transitional provisions over a 10 year period with offsite – repair, maintenance, servicing etc.
Q	How does it compare to St Kilda Road?
A	It is narrower at around 42m with Saint Kilda Road around 60m plus.
Q	Are land resumptions required?
A	Scarborough Beach Road is likely to be a single lane through Doubleview from Huntriss Road to Scarborough Beach to minimise the potential for land take. From Odin Road to Main Street a 5m strip of private land may be required with a reconfigured road cross section. This will be implemented incrementally over time – 20 years if adopted.
Q	The lack of provision of on road cycling facilities seems to be at odds with the Bikewest vision. What is to be provided?
A	While not preferred this proposal is accepted by BikeWest. Cycling Strategy presented previously identified a more detailed explanation. We need to clarify the difference between this vision and Department of Planning's vision.
Q	What is happening with regard to the proposed extension of Hutton street to Jon Sanders Drive?
A	Hutton Street extension south of Scarborough Beach Road passes through 4 properties. The Alliance is working with land owners to negotiate a solution.

4. COMMUNITY LED PROJECTS

Marie Verschuer provided an update on community led projects noting that two initiatives are planned:

1. Odin/Liege Street initiative
 - Is seeking to provide landscaping and amenity improvements – power undergrounding, footpaths;
 - Is not a priority site for grant funding, but may be funded under city centre upgrades through Western Power;
 - It is not funded by the Alliance and would require a contribution of around \$3,000 per land owner;
 - The Alliance is continuing to liaise with Western Power to promote this initiative.
 - Kevin Williams (community member) is liaising with resident group.
2. Dongara La Grange Park
 - Options being considered as community space;
 - Amphitheatre or other community option being considered;
 - P5 planning with community and with park upgrade required like Woodlands; and
 - Ewen Street – approach received – roadworks and power then development.

5. NEXT STEPS

Future Meeting Dates

- Precinct 5 BBQ - Sunday 20 June, Innaloo Sportman's Club 11.00am – 3.00pm.
- Precinct 7 workshops - Saturday 19 June and Saturday 3 July, 9.00am -1.00pm at SCC office 369 Scarborough Beach Road.
- Next CLG meeting 14 July 2010.

The meeting closed at 7:55pm.

ATTACHMENT ONE - AGENDA

STIRLING CITY CENTRE Community Leadership Group #10 Herdsman Lake Wildlife Centre

6:00pm - 8:30 pm, Wednesday 9 June 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 project schedule update
- Structure Plan presentations
- Deliverable 9 project commencement CLG Focus Groups Action Plans

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 – Light Rail Study, Parking and Access, Housing • Business Case and Development Strategy • Precinct 5 & 7 Update Other Studies <ul style="list-style-type: none"> • SBR Activity Corridor Study Project Overview 	Daniel Heymans/ Stephen Kovacs
7:45 pm	Workshop Session Deliverable 9 – Community Led Projects Update and Discussion	Marie Verschuer All
8:25 pm	Next steps <ul style="list-style-type: none"> • Future Meeting Dates • Other Business 	Daniel Heymans
8:30 pm	CLOSE	

ATTACHMENT TWO - PARTICIPANT LIST

