

# STIRLING CITY CENTRE ALLIANCE CLG MEETING - 10

9<sup>th</sup> June 2010  
Herdsman Lake Environment Centre  
6.00 pm to 2.30pm



## 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	<b>Project Schedule and Update</b> •Program Delivery •Structure Plan Elements – Light Rail Study, Parking and Access, Housing •Business Case and Development Strategy •Precinct 5 & 7 Update <b>Other Studies</b> •SBR Activity Corridor Study Project Overview	Daniel Heymans/ Stephen Kovacs
7:45 pm	<b>Workshop Session</b> Deliverable 9 – Community Led Projects Update and Discussion	Marie Verschuer/ All
8:25 pm	<b>Next steps</b> •Future Meeting Dates •Other Business	Daniel Heymans
8:30 pm	CLOSE	



## Project Schedule and Update



## Funding and Land Transfer

### Funding

- State Government - committed \$5.5million
- City of Stirling - committed \$3million
- Operational Seed funding and Due Diligence over 3 yr time frame

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

### Land Transfer

- Cabinet considering 31 May – Land transfer at Nil value to WAPC

## Business Case Update

### Business Case

- Changes in Scope
- Project viability being undertaken based on new data
- Development strategy



## Project Viability

- Original Analysis (December 2009) indicated all scenarios had marginal levels of project viability
- Reflected two primary drivers:
  - Cost contingencies (40%) for all items due to lack of certainty and detail;
  - High level estimates for uncosted items (e.g. Stream)
- Currie and Brown engaged to undertake more detailed estimates
  - Assuming the following:
    - Hertha Bridge not included as part of 1<sup>st</sup> 5 year
    - Urban Stream Re-alignment to moderate amenity level
    - Relocation of drain under freeway included



## Further Work

- Awaiting a number of key estimates:
  - Bridge
  - Light Rail Cost;
  - SBR estimates
- Run estimates through models to test viability



## Deliverable 4 (6 Scenarios)

1. Ellen Stirling Boulevard (ESB) does not move but is enhanced, Stephenson Avenue (SA) is not built
2. ESB does not move but is enhanced, SA is not built, Light Rail (LR) goes on ESB
3. ESB does not move, SA is built
4. ESB does not move, SA is built, LR goes on SA
5. ESB is moved, SA is built
6. ESB is moved, SA is built, LR goes on SA



Note that in all scenarios it is assumed that SA will be built (in the first 5 years or eventually)



## cnr Scarborough Beach Road & Stephenson Avenue

- 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.



## Government Hub

- BMW currently developing business case for 30,000m<sup>2</sup> NLFA with aim to issue RFP October 2010.
- Aim is to establish a transport orientated development, hence locations close to Stirling Train Station preferred.

### 3 potential sites:

- 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:

- 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.



## CENTRE PLAN ELEMENTS



## Centre Development Key Steps

- Westfield negotiation continuing
- Options being considered for Westfield expansion and other main street shopping
- Access considerations, including Stephenson design



## Centre Development Key Steps

- Light rail design options
- Parking and access
- Housing



## Light Rail Funding



## Making PT Happen

- Need a range of earthworks, Intersection treatment, priority lanes and other up front capital work regardless of the type of Public Transport solution chosen.
- 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)
- Potential to use value capture mechanisms to fund light rail but unlikely to be viable for tram etc



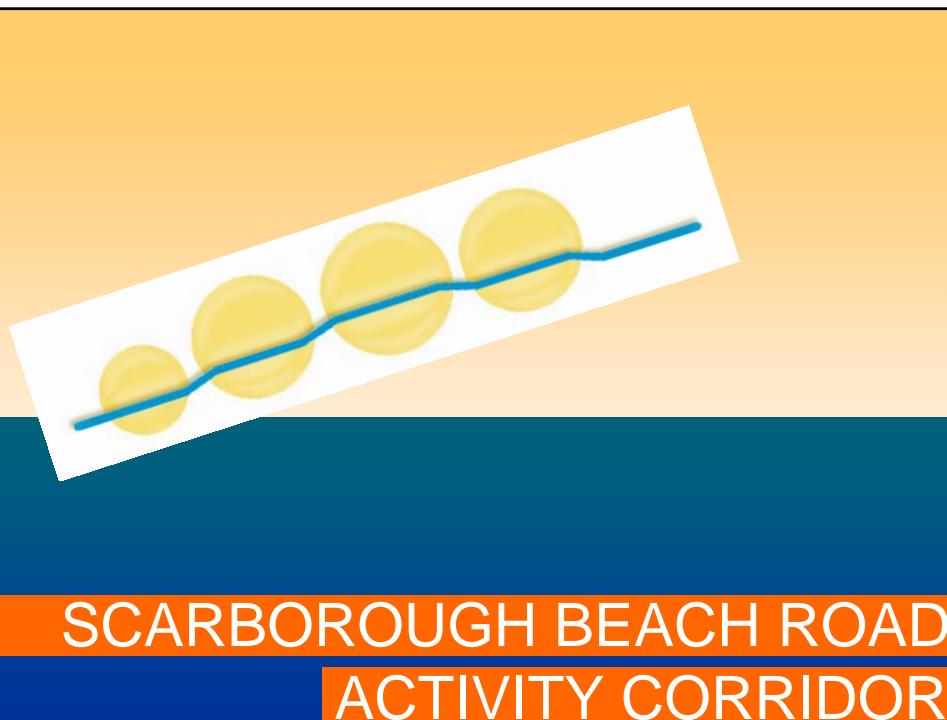
## Light Rail Projects

- Typical per km cost varies significantly from between \$10 million to \$100+ million
- Key variable the extent of earthworks, traffic treatments, and land resumption for track.
- Track, rail car and power costs operating costs more independent.
- Gold Coast Light Rail Study suggest \$6 million per km (requires further work to verify)
- Opportunity to create a value capture mechanism for funding these costs on a metro wide basis.



## Further work required

- PB light rail work will allow the model to be refined
- Further discussions with Brian Haratsis on cost allocation principles
- Need work on demonstrating we have addressed IA principles
- Need better estimates of costs







**What is it?**

An activity corridor demonstration project

**Why have we initiated this project?**

Activity corridors concept a WAPC priority of Network City

Develop understanding of activity corridors in the metro area

Improve land use and transport along SBR – as development pressure continues

**How is it organised?**

DoP project management, DoP/CoS financial partnership

**Who is involved?**

DoP, CoS, ToV, Public Transport Authority, Main Roads, Bikewest

**THE PROJECT**  
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Promotion of public transport and cycling along the corridor

Provision for a more accessible/ equitable corridor

Fostering a mix of employment along the corridor

Expanding residential populations within the walkable catchment of the corridor

Taming poorly designed showroom development

Making use of great opportunities to develop Glendalough, Osborne Park and Doubleview

Simplifying the experience for all transport modes, including the road user!

## THE DIRECTION



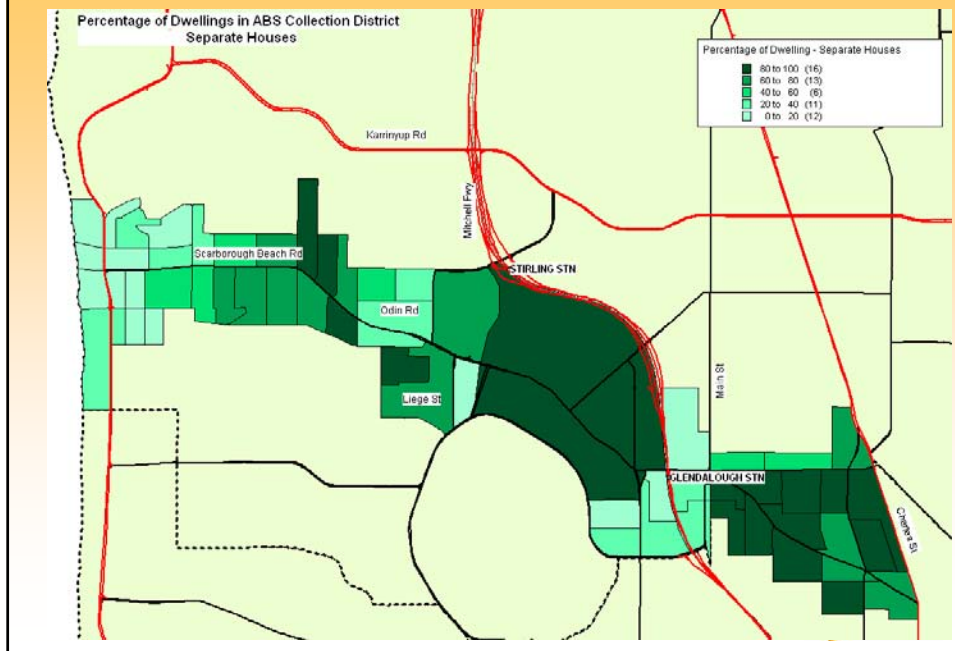
Scoping Study	2008
Population and Land Use Target Study	2009
Transport Strategy	2010
Urban Design Study	2010



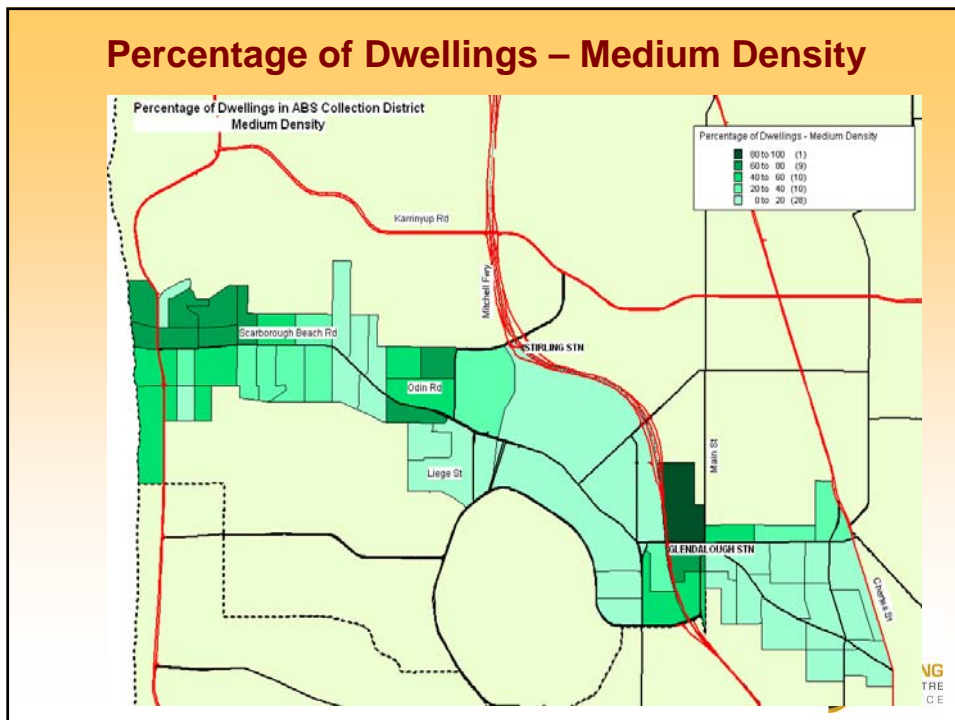
## THE STUDIES



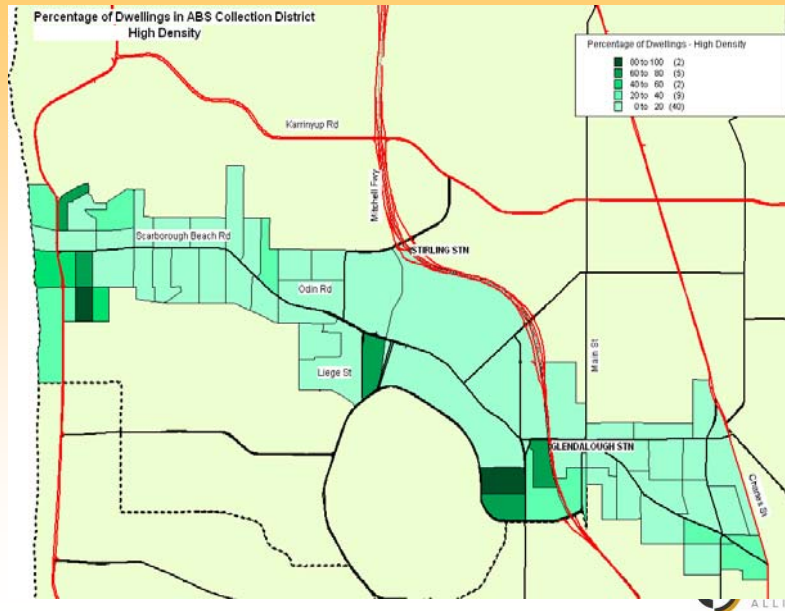
## Percentage of Dwellings – Separate Houses



## Percentage of Dwellings – Medium Density



## Percentage of Dwellings – High Density

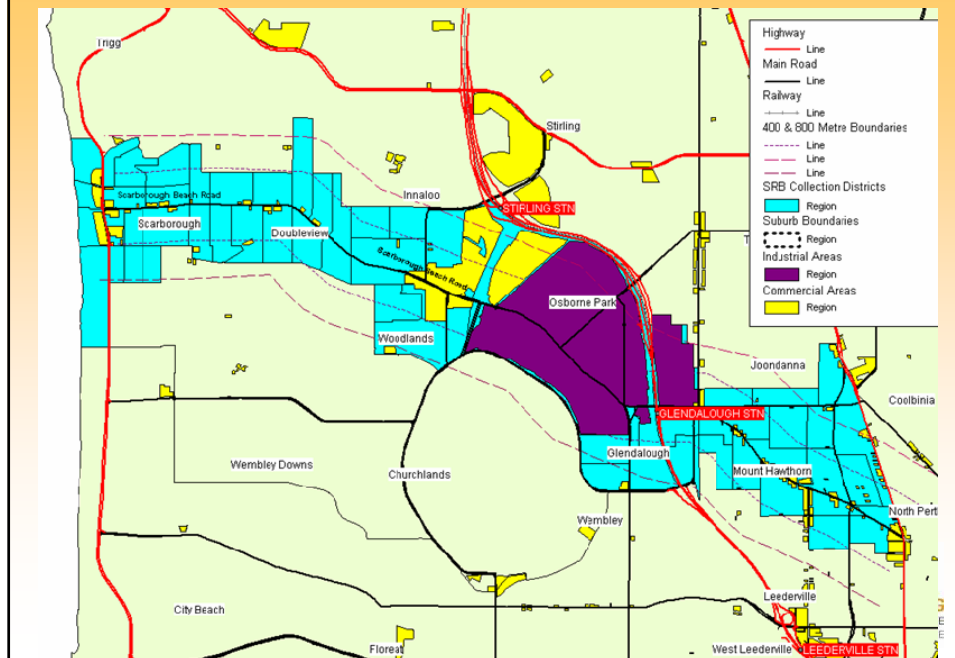


## Commercial and Industrial Activity

	Commercial Activity	Industrial Activity
Total Floor Space	351,000m <sup>2</sup>	1,156,000m <sup>2</sup>
Total Employment	7,145	18,206
Major Activities By Floor Space	<ul style="list-style-type: none"> <li>■ Shop/Retail (22%)</li> <li>■ Office/Business (15%)</li> <li>■ Residential (14%)</li> <li>■ Storage/Distribution (12%)</li> <li>■ Other Retail (11%)</li> </ul>	<ul style="list-style-type: none"> <li>■ Storage/Distribution (29%)</li> <li>■ Office/Business (19%)</li> <li>■ Manufacturing (16%)</li> <li>■ Service Industry (12%)</li> </ul>
Major Activities by Employment	<ul style="list-style-type: none"> <li>■ Shop/Retail (37%)</li> <li>■ Office/Business (36%)</li> </ul>	<ul style="list-style-type: none"> <li>■ Office/Business (56%)</li> <li>■ Manufacturing (12%)</li> </ul>

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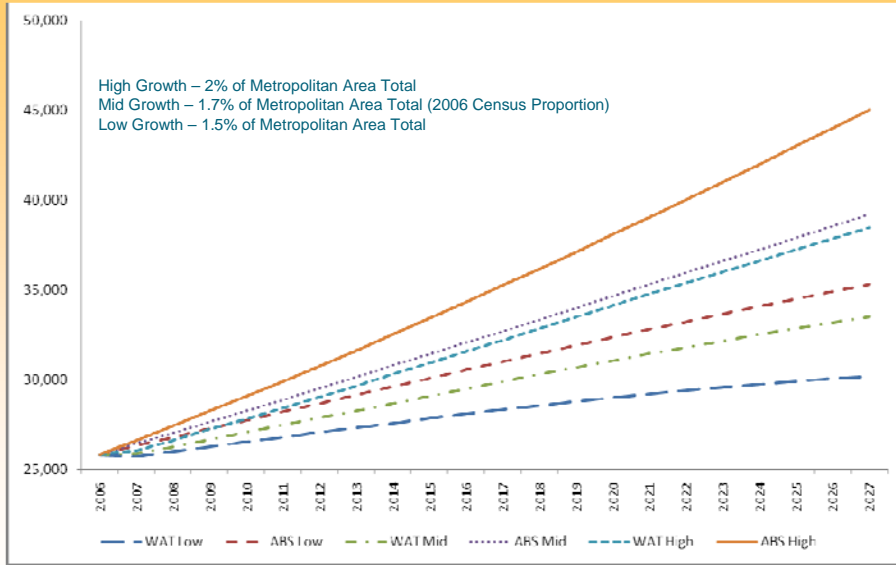
## Commercial and Industrial Areas



## Commercial and Industrial Activity in a Metro Context

- 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 215,000m<sup>2</sup> of office floor space in Osborne Park which is 55% of the office floor space in West Perth

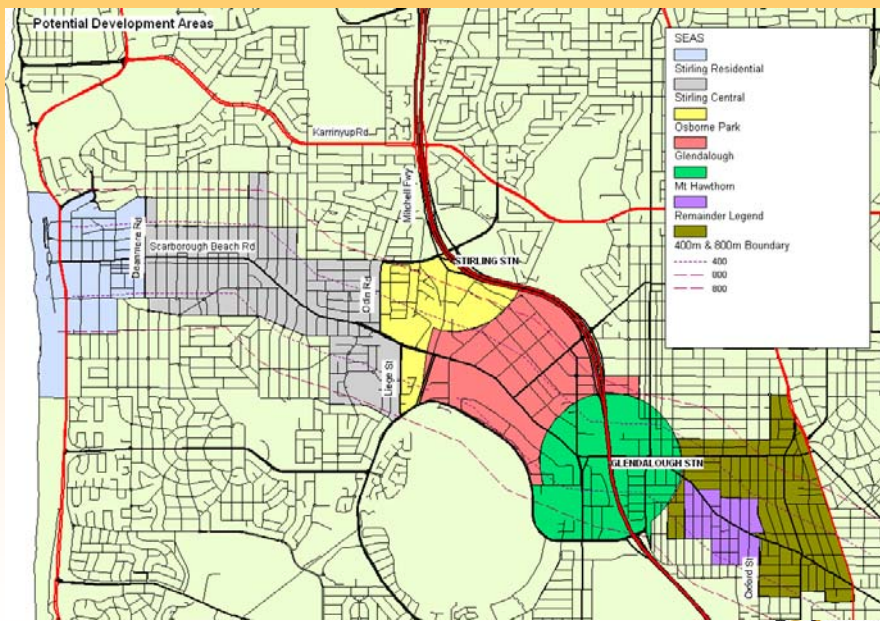
## Forecast Population Growth



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

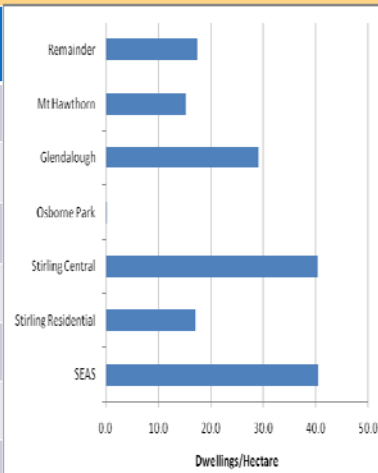


## Potential Development Areas



## Potential Overall Dwelling Numbers & Dwellings/Ha (Partial Build Out)

	Total Dwellings (Existing)	Total Dwellings (Existing + New)
SEAS	1,896	4456
Stirling Residential	3,593	4093
Stirling Central	1,633	3679
Osborne Park	38	38
Glendalough	1,264	4364
Mr Hawthorn	563	642
Remainder	2,603	2603



## Potential Population (Full Build Out – Census Person/Dwelling Ratio)

	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	1,776	1,480	1,295	0	1,850	155	0
New Apartment Population	3,427	306	9,639	0	13,770	32	0
Total New Population	5,203	1,786	10,934	0	15,620	188	0
Total Population (New + Existing)	9,366	10,074	12,038	66	18,353	1,745	6,551

Total New Population of Corridor = 58,193



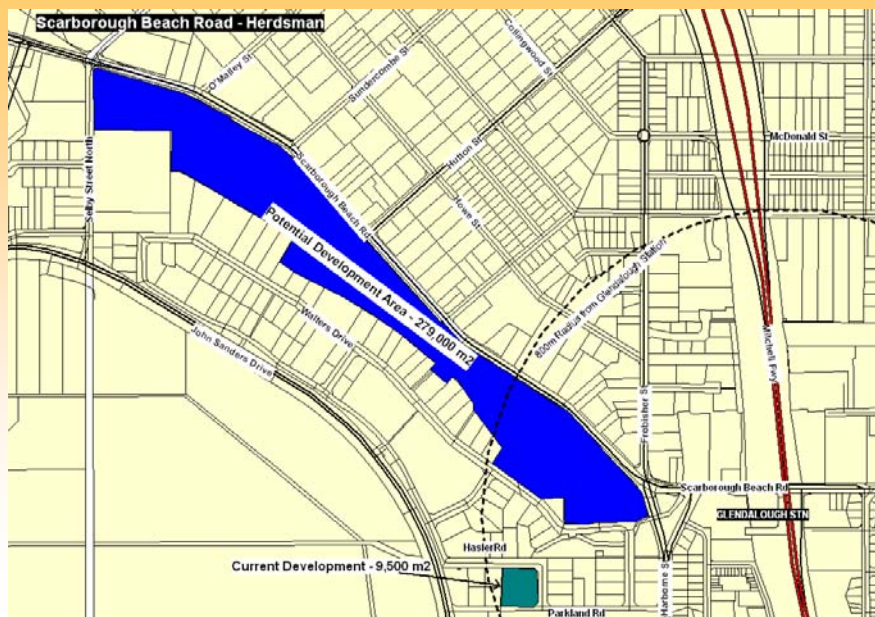
## Potential Population (Full Build Out – Higher Person/Dwelling Ratio)

	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	1805	1504	1316	0	1880	158	0
New Apartment Population	3638	325	10231	0	14616	34	0
Total New Population	5443	1829	11547	0	16496	192	0
Total Population (New + Existing)	9606	10117	12651	66	19229	1749	6551

Total Population of Corridor = 59,869 (additional 35,507 people, compares with forecast demand of 30,000-35,000)



## Herdsmen Development Area



## Possible Outcome for Herdsman Commercial Development

Plot Ratio	Total Floor Space (m <sup>2</sup> )	Office Floor Space (m <sup>2</sup> )	Number of Employees
1.5	418,600	209,300	8,720
1.6	446,500	223,250	9,300
1.7	474,400	237,200	9,900
1.8	502,300	251,200	10,470
1.9	530,200	265,100	11,000
2.0	558,100	279,000	11,630



## Transport Study - SKM

**Recommended a dedicated light rail lanes on SBR from Main St to Scarborough Beach;**

**3rd busiest bus route and slowest;**

**Growth forecast shows light rail will carry up to 40,000 people per day (Mandurah line 50,000);**

**42 m wide boulevard;**

**Priority for walking cycling and Public Transport over Private**



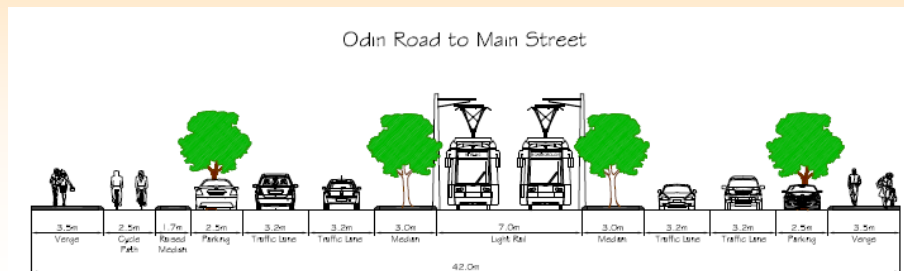
# SBR Activity Corridor

- 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
- A vibrant activity corridor with mixed use medium to high density taking advantage of good public transport

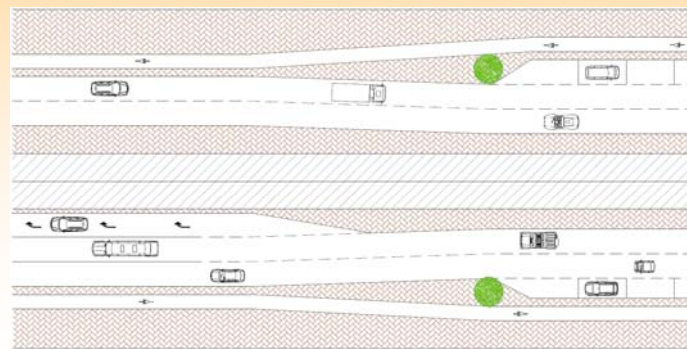
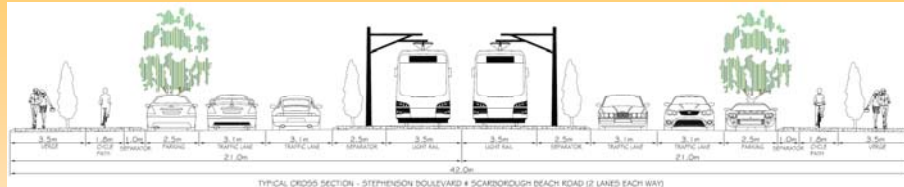


# Scarborough Beach Road

- Car lane 1000 people per hour
- Light Rail - 25,000 people – 25 lanes of traffic
- Heavy Rail - 60,000 people – 60 lanes of traffic



## What Scarborough Beach Road will look like in the future



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## The importance of walking

- A major transport mode in city centre and mixed use activity centre
- To encourage walking need to design a pleasant, safe, secure, comfortable environment
- Easy, safe crossings of busy road is a major requirement
- A good walking city must provide a direct and legible movement network to major destinations and public transport nodes
- Requires a fine grained street network with attractive, interesting street design

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## 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 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)

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



## Pros and cons of different cycling infrastructure

- On street cycle lanes are common in Perth. These are appropriate for commuter cyclists along select routes where:
  - There is likely to be low conflict with less competent cyclists; and/ or
  - Low demand from less competent cyclists for off-road facilities
- Shared paths are really only appropriate where there will be low conflict between cyclists and pedestrians, and clear way-finding is available to direct cyclists on their journey
- 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 Stirling but opportunities may be limited in Herdsman because of the types of land uses





Copenhagen paths



Bicycle boulevards/ shared streets

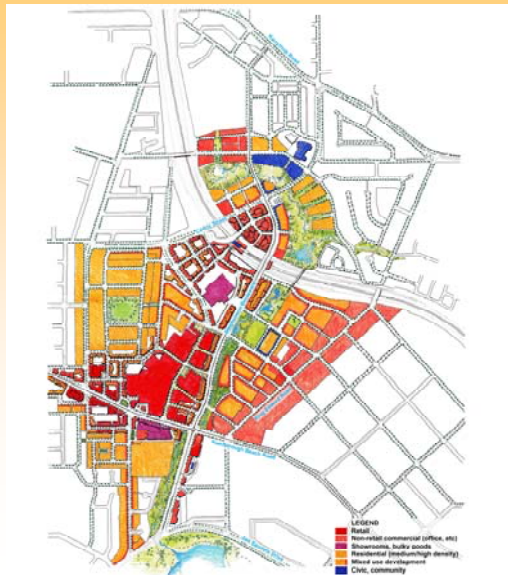


## Stirling City Centre

- Planning underway for last 3 years;
- Received Govt funding for 3 years total \$10 million;
- Seeking Fed Govt seed funding
- Light rail to connect Stirling station to Glendalough Station;
- 25,000 residents and 30,000 jobs
- Integrated land use and transport development centred around train station;
- Significant increase in land use yields ( 20 storeys)
- Reduced parking and contributions for construction savings



# Stirling City Centre



## Conclusion

- The City is looking towards a win/win outcome for the whole of Stirling, Osborne Park, Herdsman and Glendalough areas whereby:
  - Development yield is maximised (in accordance with State plans);
  - Parking and Car usage is minimised;
  - Public Transport is maximised (funded through contributions and possible levies); and
  - Higher quality urban form;
  - Create mixed use areas where demand for trips is minimised;
  - Green Infrastructure is maximised; and
  - Remediate degraded environment.
- If Car usage cannot be minimised significantly then development potential will need to be restricted.



## Community Led Projects



## Other Business

- Landscaping planning
- Improve attendance and network
- Relevance / making a difference now
- Other / Discussion



## Next Steps

- Precinct 5 BBQ Sunday 20 June Innaloo Sportman Club 11- 3pm
- Precinct 7 workshops Saturday 19 June and 3 July 9 -1pm at SCC office 369 SBR
- Next CLG meeting 14 July

