Stirling City Centre
Structure Plan Framework

February 2009

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Foreword

This document is the product of a detailed and consultative planning process under the stewardship of the Stirling City Alliance.

In order to realise a vision for Stirling as a 'city' of urban significance, urgent steps need to be taken to curb existing growth patterns and to provide a strong visionary framework based on principles of sustainability, amenity, mixed-use, social equity and creativity.

This document is therefore a preliminary 'framework' to guide ongoing statutory planning, policy setting and urban design.

01 Introduction

1.1 Study Area

Stirling has long been identified as an important regional centre within the inner Perth Metropolitan Area. Its capacity to accommodate ongoing growth and the manner in which development is occurring in and around the centre, however, are not supporting the development of Stirling as a rich and diverse urban place nor the type of private sector investment that will help transform Stirling into a centre befitting its significant regional status.

The study area has therefore been defined to allow the important regional influences and considerations to be taken into account.

The Stirling City Centre study area is approximately 3.28 sqkm and located approximately 6.5 km north-west of the Perth CBD. The area is generally bound by Karrinyup Road to the north, Telford Crescent, King Edward Road and Selby Street to the east, John Sanders Drive to the south and Clematis Street and Odin Roads to the west, as illustrated in Figure 1.

Broadly, the Stirling City Centre Structure Plan Framework area includes the following key landmarks and uses:

— Stirling Interchange

— Innaloo Shopping Complex

— Greater Union Cinema Complex

— Osborne Park Hospital

— Former Hertha Road Landfill Site

— Stirling Civic Precinct

— Portion of the Osborne Park Industrial Area

— Part of the Innaloo and Stirling residential areas

The strategic importance of Stirling City Centre in terms of employment, services, catchment, location and economic significance is substantiated by work being undertaken by the Department for Planning and Infrastructure (DPI) on centres policy, typology and targets. Initial work indicates that Stirling has the potential to become one of several major centres outside the Perth central city area.

1.2 Purpose

The Stirling City Centre Structure Plan Framework has been prepared as a first step in guiding broad planning and development towards an agreed vision for the future of the area. It is the first step towards finalisation of a new generation of Structure Plan that provides sufficient certainty for development to proceed, and sufficient flexibility to accommodate changed circumstances or innovative solutions whilst remaining true to the vision for the area.

A Structure Plan Framework is both a statutory planning document and a guidance document. By setting down the essential elements necessary to achieve success, the Structure Plan Framework will provide certainty to Council, the community, developers, investors, the State Government and other stakeholders about the future of Stirling City, whilst allowing flexibility where appropriate in the detail of how outcomes are realised.

This document is intended to be dynamic, responding to detailed investigations of specific issues as they progress over time, whilst staying true to the spirit of the vision for Stirling City. It is expected that the principles and vision will remain constant, whilst the detail will evolve.

The Structure Plan Framework does not deal with detailed precinct plans at this stage. It deals only with a number of the key elements that have delayed development in the area, to ensure that future detailed work can occur after these have been agreed.

STIRLING CITY STRUCTURE PLAN FRAMEWORK FIGURE 1 - STUDY AREA

1.3 Background

In 1991, the Department of Planning and Urban Development, in partnership with the City of Stirling commissioned a draft Structure Plan for the area. The draft Structure Plan identified the area as a 'Major Activity Centre'. In 1992, BSD Consultants were appointed to prepare a Structure Plan which was subsequently adopted by the Western Australian Planning Commission (WAPC) and the City of Stirling. The Structure Plan promised an interesting, vibrant centre with good access to public as well as private transport, characterised by a wide range of functions, activities and employment. While some aspects of the centre have been realised, the city centre has largely developed in an uncoordinated, ad hoc manner and development has failed to be delivered in a timely and cohesive manner.

In 2006, a Memorandum of Understanding (MOU) was signed by the City of Stirling and the WAPC to formalise a partnership approach to review the 1994 Structure Plan in the context of Network City. Consultants were engaged in early 2007 to undertake this review.

The form, function and timing of Stephenson Highway have long been a focus of considerable debate amongst stakeholders. As a key determinant of how Stirling City will be physically realised and how it will function, resolution of this issue is key to progressing implementation of any plan.

In June 2008, an Enquiry by Design workshop was held specifically to progress the issue of Stephenson Avenue. It produced a significant body of information about opportunities for this road and the centre in general, which assisted progress but did not resolve the issues. 'Business as usual' was not achieving a shared resolution to the many complex and sometimes competing requirements of the centre and its stakeholders. A new approach was required.

The notion of an alliance was put forward at the Enquiry by Design as a way of seeking 'win-win' solutions. The Stirling City Centre Alliance was formally established in July 2008.

1.4 Stirling City Alliance

The alliance approach effectively provides for a win-win or lose-lose outcome. As no one wants to lose, decisions are made on the basis of what is best for the project and cuts across the 'silo approach' that can often plague projects involving multiple agencies and stakeholders.

The main reasons for establishing the Stirling City Centre Alliance were to:

— Resolve some fundamental planning issues that have been impossible to resolve with 'business as usual' practices;

— Explore innovative solutions that are 'outside the square', particularly given the heightened awareness of climate change across all levels of government and potential funding implications;

— Develop a practical and effective implementation plan that will result in major deliverables 'on the ground' over a short period of time, involving community and industry; and

— Learn from this approach to apply across other Network City initiatives.

The Alliance is formalised by an agreement, intended to establish an effective and innovative working arrangement between the City of Stirling and the Department for Planning and Infrastructure, on behalf of the WAPC, Main Roads WA, Public Transport Authority, and Landcorp for the purpose of achieving a comprehensive review of the Stirling City Centre Structure Plan.

It is a specific objective of the agreement that the revised structure plan and implementation plan for the Stirling Centre must realise the policy directions of Network City to integrate the components of:

— Activity Centre/s;

— Activity Corridor/s; and

— Transport Corridor/s.

The Alliance is based on seven key principles (refer to Appendix B), including the following guiding headline statements against which ideas will be tested:

— Manage growth by sharing responsibility between industry, communities and government;

— Make fuller use of urban land;
— Plan with communities;
— Encourage public over private transport;
— Nurture the environment;
— Strengthen local sense of place;
— Develop strategies which deliver local jobs; and
— Provide for affordable housing.

The Alliance Structure is illustrated in Figure 2.

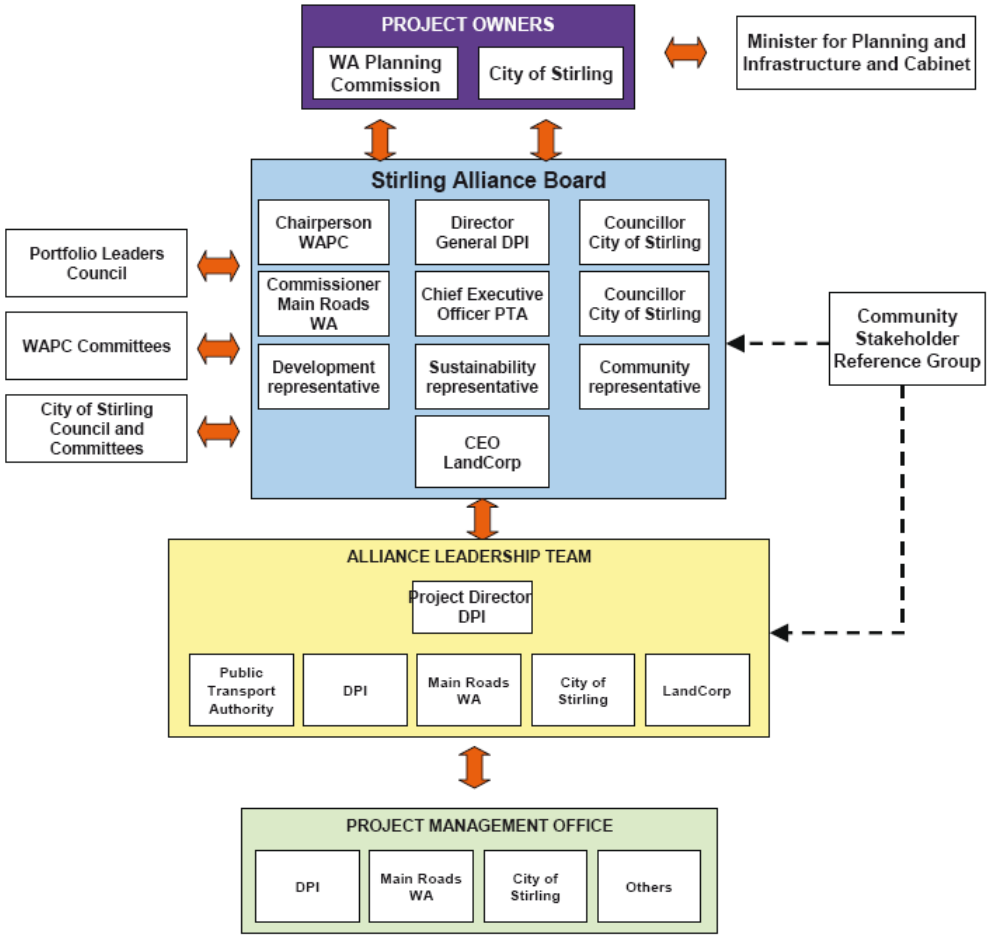


Figure 2: Alliance Structure

02 Vision

2.1 Why have a vision?

"It takes someone who can see the invisible to do the impossible" (source unknown)

A vision statement serves as a constant reference that encapsulates and communicates shared goals. The vision for Stirling has evolved through the input and involvement of a great many individuals, groups and agencies over a considerable period of time. It represents the shared thoughts and concepts about what Stirling can become, communicating qualities and principles rather than specific details.

It is inevitable with a large-scale and long-term project of this nature, that implementation will be staged. Implementation will be achieved by different individuals, businesses and Government agencies, at different times. As decisions are made that fix details of the plan in place, it is critical to have a reference against which to ensure that each stage stays true to the 'big picture'. The vision statement serves this purpose.

2.2 A Vision for Stirling

Stirling will become an active and diverse major urban centre - a fully developed City within the Perth inner metropolitan ring. Stirling will be WA's first strategic activity centre accommodating a diversity of business and employment opportunities across commerce, education, research and industry; as well the range of population driven employment types normally found in metropolitan centres.

Stirling will support other locations such as Fremantle as an alternative City location to Perth, be interdependent with other major urban centres around Perth and Western Australia, and will be independently connected to world markets.

Stirling will become known globally as a benchmark for sustainable, vibrant, functional, safe, high density contemporary living. Its environment and built form will be environmentally restorative and as such, will become a major attractor as a place for people to live, with high amenity streets and public places.

As a creative city, Stirling will accommodate a diversity of cultural activities and recreational opportunities set across a dynamic public realm together with full range of community services. Its high density core will be integrated with the multi-modal Stirling Transit Interchange promoting a preference and reliance on public transport. Stirling will be set in a ring of parkland spaces linked by a continuous urban waterway flowing from north to south.

The Framework for Stirling builds on the existing landmark uses including the Stirling Interchange, the Westfield Innaloo Shopping Complex, Osborne Park Hospital, substantial residential areas and a Portion of the Osborne Park Industrial Area. Importantly, the Former Hertha Road Landfill Site provides a large area of undeveloped land immediately surrounding the Stirling Interchange.

Stirling will be characterised by a connected grid network of streets and a number of strong 'quarters' or neighbourhoods with themed activities each focussing on a major public place or square, the intensively developed and highly used transit hub that is surrounded by office and mixed use towers around a major urban transit plaza and public spaces; and high quality, high density residential precincts.

Stirling City will have a minimum of 12,500 dwellings within 800 m of the station (21,000 – 25,000 residents), social diversity and housing choice. Up to 30% affordable housing, 20% single bed and 25% allocated for families. Intense, large scale office and commercial development adjacent to the transit station will optimise employment and business activity. 30,000 jobs will be created within 800 m of the station.

The Stirling City Centre Structure Plan Framework will be the mechanism that guides public and private investment to achieve the urban regeneration sought by the vision.

03 What it looks like: The Plan

3.1 Elements of the Plan

This Structure Plan framework described the vision for Stirling City through the key 'elements' of the plan (movement network, activities and a description of the public realm) which affect the whole of the City; and the precincts or 'neighbourhoods' within the city that define its character.

Figure 3 illustrates the Structure Plan Framework to date. The agreed elements of the Framework at this stage are the major roads and a green corridor/urban stream. This section describes these agreed elements and the intention for further elements.

3.1.1 Movement Network

The movement network for the Stirling City Centre Structure Plan Framework is based on a transport hierarchy that prioritises public transport, walking and cycling modes over private vehicles for local movements and trips made over longer distances within the district area.

Private Vehicles – Short Term

It has been agreed that private vehicle traffic arriving from the regional area or passing through the centre will be dispersed across a number of existing and proposed roads. Subject to further design investigation and consultation, these road links could include:

— An extension of Hutton Street to Jon Sanders Drive

— The provision of additional ramps on and off the Mitchell Freeway at Powis Street

— An extension of Stephenson Avenue northwards across the Mitchell Freeway and Cedric Street

— The provision of new road bridges over the Mitchell Freeway at McDonald Street and King Edward Road

— The dispersed network is illustrated in Figure 5.

— It should be noted, however, that the longer term regional needs have not yet been resolved.

The existing local road network provides limited access to the city centre from the surrounding areas. Access into the city could be improved by realigning Ellen Stirling Boulevard and providing new east-west streets. The new and realigned streets would take the form of a grid network, providing simple and easy routes for vehicles, pedestrians and cyclists. These modifications will have the following benefits:

— Improve permeability of the area for local traffic, removing a proportion of local vehicle trips from Scarborough Beach Road and thereby improving the flow of traffic on the regional road network

— Improving opportunities for east-west movement will reduce trip distances and therefore encourage more people to walk or cycle instead of drive.

Private Vehicles – Long Term

Long Term dispersal of traffic in the City Centre is also being explored by the Alliance, with additional work required to be undertaken to investigate a number of different options including:

— Tunnel Options

— Liege Street / Odin Road

— King Edward Road / Selby Street

These options will be investigated with stakeholder and community workshop involvement.

Public Transport

Public transport serving the centre will comprise passenger rail services and buses in the short term, and include light rail in. Figure 4 shows the key elements of the public transport system proposed.

Passenger Rail

Stirling Station will remain in its current location and has the potential to integrate into a future land bridge that connects across both sides of the Mitchell Freeway and the rail line. The rail line has the capacity to transport in excess of 22,000 people per hour based on the existing track provision and signalling system, which will be adequate to cater for the future needs of the centre.

The park-and-ride car parking at Stirling Station would be incorporated into a combined parking facility adjacent to station, below ground level with potential for two levels of parking. Locating the car park underground releases the surface area land for city centre development.

Light Rail

The potential to accommodate a light rail route primarily along the proposed Stephenson Avenue alignment, connecting to the Stirling Station and continuing to the Osborne Park Hospital and proposed civic/cultural and education facilities in the north, is preserved in the plan. Light rail along this route would connect to services that might also exist along Scarborough Beach Road. Allowance is made for a wider road reserve on Stephenson Avenue to accommodate light rail. An indicative road cross section illustrating this possibility is shown in Figure 7.

Bus

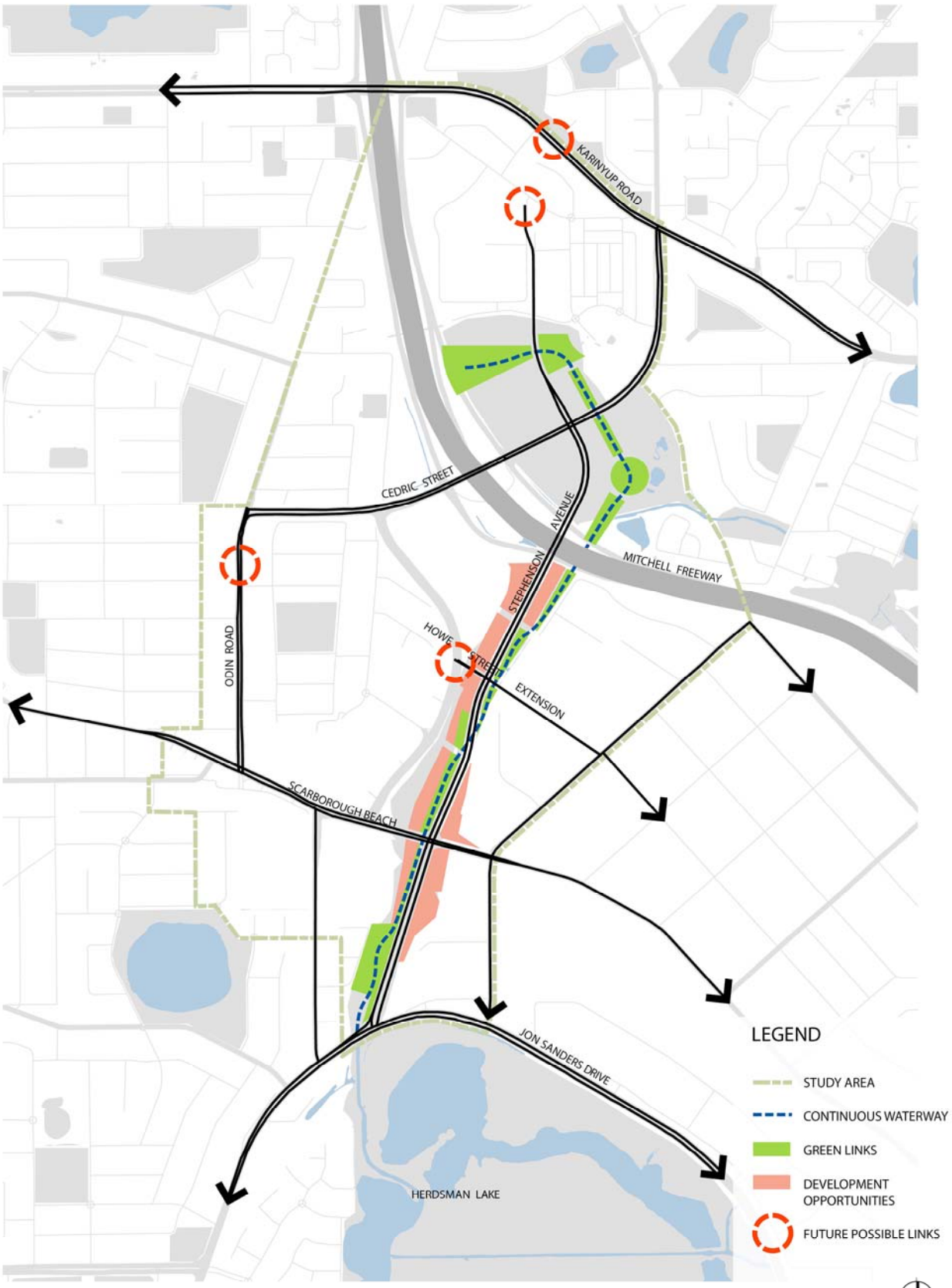
An expanded bus-bus and bus-train interchange will be integrated with Stirling Station. Fifteen destination routes, the 'Circle Route' and a local loop serving the shopping centre and facilities to the north will feed out from the station. The provision of light rail in future may preclude the need for the shuttle bus and services would be reviewed at that time.

Pedestrians and Cyclists

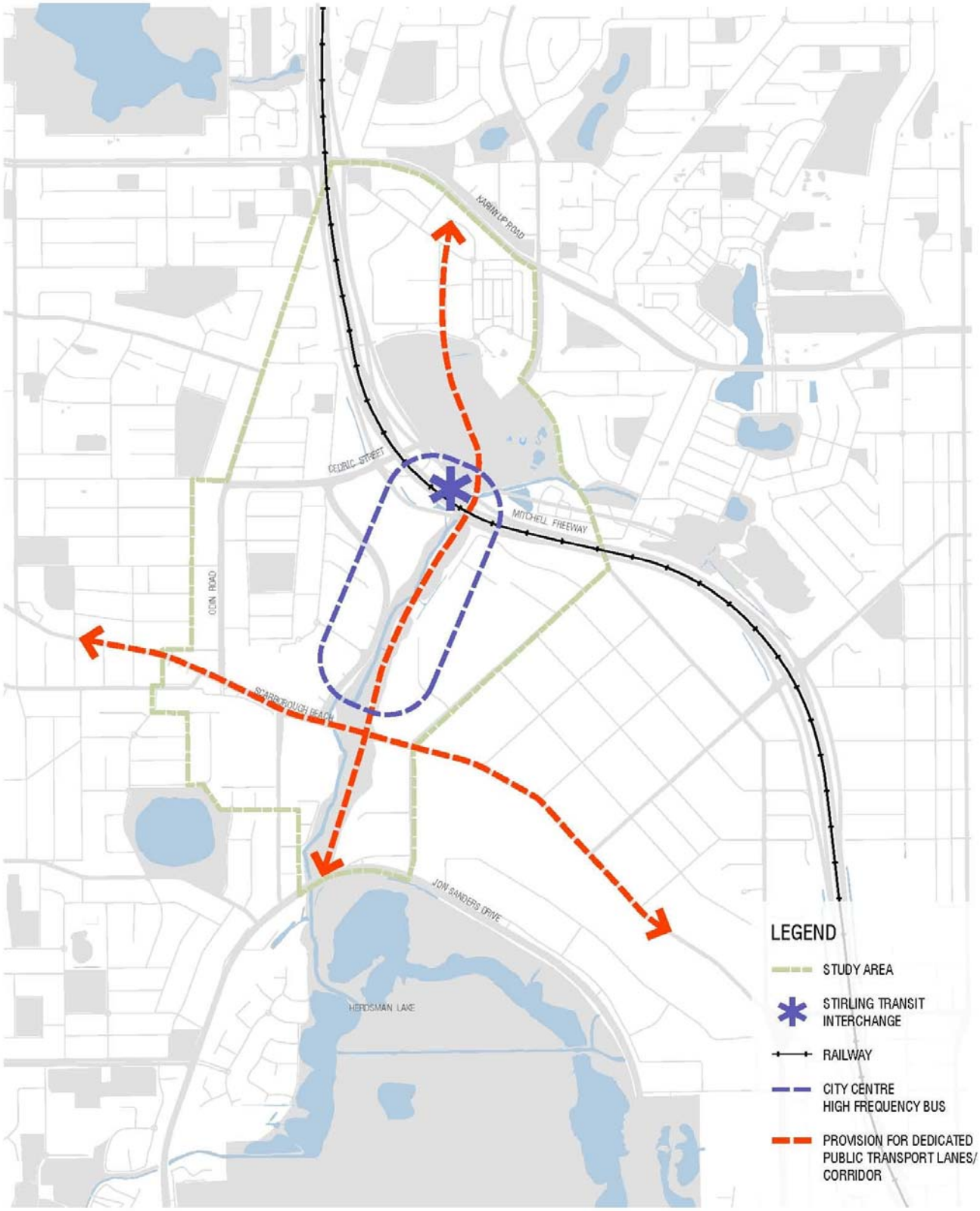
A new principle shared path is required along the Mitchell Freeway that will provide a continuous and uninterrupted route for pedestrians, cyclists and other non-motorised forms of transport. On-road cycling lanes are required along Stephenson Avenue and Scarborough Beach Road that provide dedicated space within the road reserve for the safe movement of cyclists.

Pedestrian footpaths will be included in all road reserves on both sides of the street as well as plantings and street furniture to maximise pedestrian comfort, with access for all abilities. Pedestrian paths are designed at all points to accommodate wheelchair access.

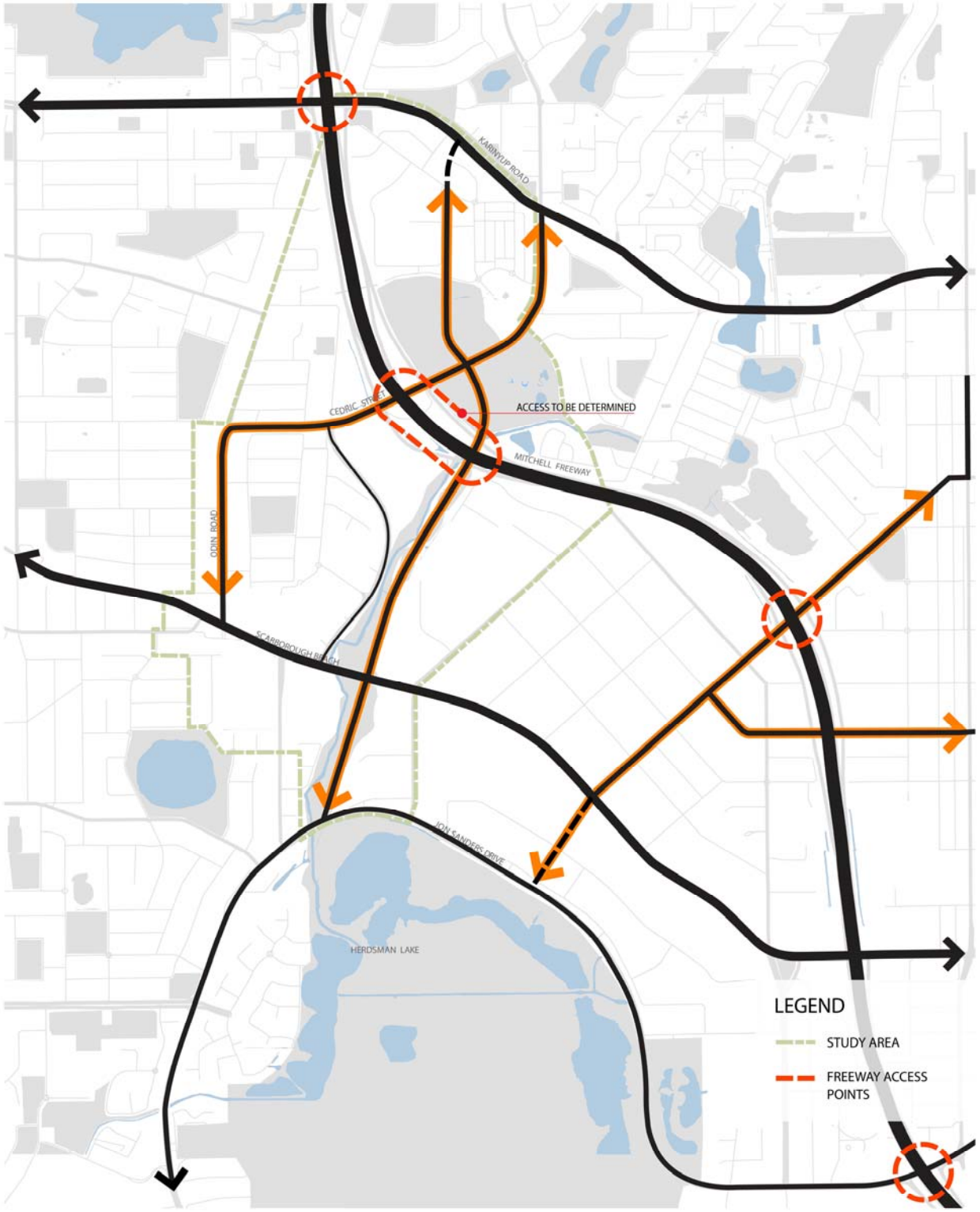
A continuous path will be incorporated into the green corridor for use by all non-motorised forms of transport. It will extend from the north of the city centre to Herdsman Lake (refer to section 3.3), and will also have regular connections into to the local street network.



STIRLING CITY STRUCTURE PLAN FRAMEWORK FIGURE 3 - STRUCTURE PLAN FRAMEWORK



STIRLING CITY STRUCTURE PLAN FRAMEWORK FIGURE 4 - PUBLIC TRANSPORT



STIRLING CITY STRUCTURE PLAN FRAMEWORK FIGURE 5 - DISPERSED MODEL

3.1.2 Public Open Space, Green Corridor and Urban Stream

It is agreed that a 'green corridor' incorporating an urban stream will be a major and defining feature of the area, as shown in Figure 3. This will be supported by a network of public open spaces.

Public Open Space

There will be a variety of public spaces spread across the study area, varying in size and form including a mix of hard and soft landscaping, and catering for passive and active activities. In particular there will be:

— Urban plazas/squares at strategic locations, including adjacent to the station and at important intersections;

— A large green multi-purpose recreation area suitable for large community events and sports, co-located with education and civic/cultural facilities in the northern precinct;

— A series of smaller local parks providing amenity, some of which already exist, within areas that are primarily residential providing amenity.

Green Corridor and Urban Stream

In addition to and interacting with the public spaces referred to in 3.3.1 there will be a continuous green corridor accommodating an urban stream. It will incorporate areas of 'soft' landscape and other, more 'urban' spaces. The green corridor will extend from the north of the study area south of the hospital, skirting around the eastern edge of the new city centre, along the Stephenson Avenue alignment and connect to Herdsman Lake. The stream will be a visual constant and identifying landmark for the city centre, although its form will vary along its length.

The corridor will incorporate areas with open water bodies that will become shaping elements for surrounding built form, and sections where it will be a narrow connecting ribbon.

The green corridor will be integrated with pedestrian and cycling infrastructure at both the local and regional scales, providing for enjoyable pedestrian and cycling travel. It will also be integrated with the stormwater management system, with potential for a significant role in an integrated urban water strategy for the study area that could include grey and black water treatment and reuse.

Wetlands incorporated into the green corridor and associated open spaces will have an important role in the rehabilitation of the landfill site in the short-medium term, and cleaning of groundwater moving across the site from the north over the long term.

3.1.3 Activities and Land Use

Principles have been developed to guide the distribution of land use and activity across the Stirling City Centre.

The leading principle pertaining to activity and land use is that the whole city centre will be 'mixed use'. Opportunities exist to introduce new uses into existing single use areas.

The general pattern of uses intended across the area is as follows:

— There will be a proportion of residential accommodation within each precinct, with this mix occurring at the scale of both individual buildings and street blocks;

— There will be residential uses on the majority of all streets to ensure activity and passive surveillance ('eyes on the street');

— Commercial uses will be most intense and dominant within a 5 minute walk of the station and will generally be located within tall buildings in a close, 'city centre' setting;

— The area of secondary commercial intensity will be between Stephenson Avenue and King Edward Street (in the existing industrial area), where the development form will be more closely aligned to that of a business park (buildings in a landscaped garden setting). The existing industrial area in this location will be redeveloped to include a proportion of residential apartments grouped around new park spaces;

— Elsewhere commercial uses will be fewer or non-existent, except where combined as a home/office or similar;

— Retail activity complements the commercial uses at ground level, making for active streets;

— The existing retail hub (around the shopping centre) will be redeveloped and significantly enlarged to include residential/office uses in a format orientated to front public streets, including a realigned Ellen Stirling Boulevard as the 'main street';

— Complementing and integrated with the retail hub will be entertainment venues and a mix of 'urban' public spaces;

— Areas between the high intensity station area, retail hub and existing low rise residential areas will be transition zones that mediate between the different scales and uses on either side. They will also be a major contributor to achieving the new dwelling targets;

— The existing low rise residential area to the west of the retail hub and east of Odin Road, and some localised residential street blocks elsewhere, will remain largely residential in use but become over time significantly more intense, moving towards higher density living that is centred around and overlooking public open spaces;

— Long term parking servicing all land uses will be generally located either below ground or sleeved behind active building frontages to reduce its visual impact;

— Multi level basement car parks on both sides of the freeway reserve near the station will service park-and-ride patrons, commercial and residential building users;

— Parking for the retail hub will be provided via a continuous basement that could extend under the internal streets; and

— Short term parking will be provided on-street, facilitating traffic calming and improving the viability of local services, particularly outside of the retail hub.

3.2 Precincts

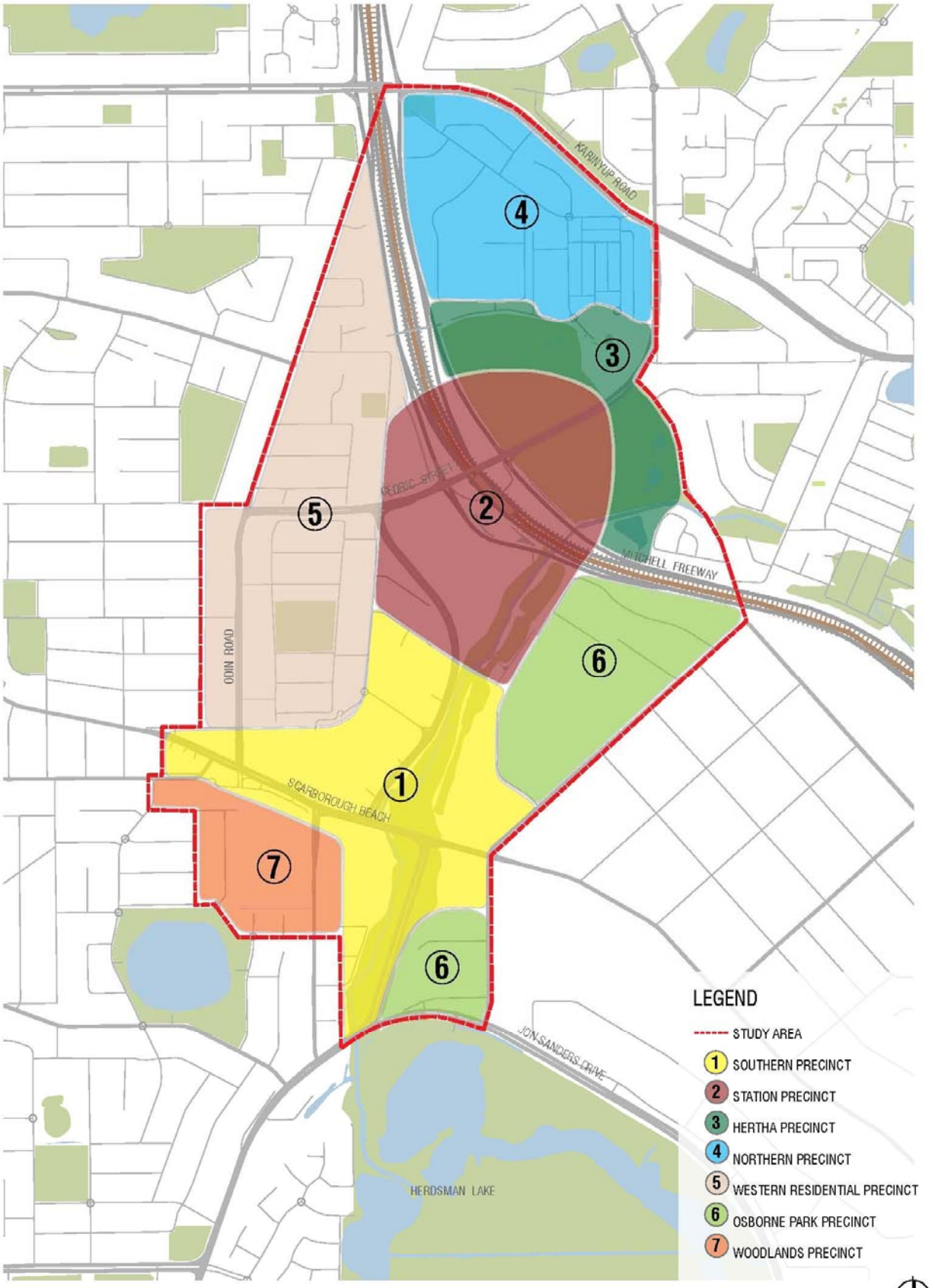
Although conceived as a single, cohesive, mixed use centre, Stirling City will nevertheless be defined by a variety of 'neighbourhoods' or precincts, each having qualities or emphasis that differentiate them from one another. No city centre is completely homogenous – the different characters of the precincts combine to make the city centre an interesting, dynamic, and legible whole.

Seven precincts have been identified, as illustrated in Figure 6. Identifying precincts makes it possible to describe in more detail the qualities and characteristics that will give them their distinctiveness within the whole centre, and allows for staged implementation and design development.

The section of this framework relating to the precincts (Section 5) is intended to be the most dynamic part of the plan. This section will evolve and be updated in response to resolution of issues. The design detail of the precincts will be 'locked down' gradually, in the most appropriate manner at the time, whilst staying true to the key structural elements and vision for Stirling City.

The precincts can be briefly described as follows:

Precinct 1: Southern	The existing Westfield shopping centre site, Stephenson Avenue reserve extending south to Herdsman Lake.
Precinct 2: Station	All the land within a 400 metre radius from the existing Stirling Station.
Precinct 3: Hertha	The former Hertha Road Tip site.
Precinct 4: Northern	The Osborne Park Hospital and surrounds, bounded by Karrinyup Road to the north and Cedric Street to the east.
Precinct 5: Western Residential	The Innaloo residential area adjoining the station and retail precincts.
Precinct 6: Osborne Park	The area of Osborne Park adjacent to the station and retail precincts. This precinct is in two parts, north and south of Scarborough Beach Road.
Precinct 7: Woodlands	The existing cinema site on Leige Street, south of Scarborough Beach Road, and adjacent land.



STIRLING CITY STRUCTURE PLAN FRAMEWORK FIGURE 6 - PRECINCT PLAN

04 How it Works: Principles and Drivers

4.1 Principles and Drivers

A number of high level principles and drivers have been identified that are behind the proposals described in Section 3 (Elements of the Plan). These are the 'why' of what is proposed, and will remain constant as the details of the plan evolve.

4.2 Dispersed Regional Traffic

Regional traffic is a term used to describe two different types of vehicle movements:

— People or goods travelling between Stirling centre and a location within the metropolitan region that is outside the immediate municipal area, for example Joondalup, Midland or Perth

— People or goods travelling through or past the Stirling centre en-route between regional locations

These types of movements are both relevant to the development and growth of Stirling as a city centre as they influence the use of the road network and the volume of traffic experienced on both the arterial and local roads.

It is vital to ensure that regional traffic can access Stirling centre, particularly goods vehicles that provide stock for local business and food retail. Much of this type of access is provided via the Mitchell Freeway; Scarborough Beach Road, Cedric Street and Hutton Street also play important roles in distributing traffic into Osborne Park and Innaloo Shopping Centre.

There is also a recognised demand for regional north-south movements between the northern suburbs and the inner-urban areas to the south. Regional movement includes the need for freight demand through the area. It is important to note, however, that a number of unresolved regional transport issues exist and that these will require further investigation both locally and at the regional scale.

It is challenging to identify a single route into and also through the Stirling municipal area that has a positive relationship with town centre access arrangements and minimally affects the amenity of local residential areas. In order to successfully integrate the needs of regional traffic movements with the growth aspirations and city centre role of Stirling centre, a dispersed regional traffic network has been developed, and is shown in Figure 5.

The concept of the dispersed regional traffic network is based on two key deliverables:

— Provision of multiple access options for a variety of regional traffic requirements and desire lines

— Communication with vehicle drivers regarding suitable routes depending on trip task and network capacity

Communication with vehicle drivers would be provided using Intelligent Transport System (ITS) methods, which would include the installation of permanent variable message signs on key routes that communicate traffic route and road condition information to drivers on a real-time basis, directing regional traffic to the least congested or most appropriate regional route. These emerging traffic management technologies enable road management authorities to make more efficient use of existing infrastructure and therefore reduce the need to build more roads, or widen existing roads.

In order to support the implementation of the dispersed regional traffic network, various modifications and additions to the arterial road network will be required, including:

— Extension of Stephenson Avenue

— Extension of Hutton Street

— Provision of additional road crossings over the Mitchell Freeway to strengthen the arterial road connections and reduce the use of the freeway for short segments of regional trips

— Modification to Mitchell Freeway access points to ensure the freeway is utilised by longer distance regional movements and access into Stirling centre and Osborne Park is clear and simple

4.3 Integrated Transport System

Consistent with the broader vision for Stirling as a model for urban sustainability, the planning framework will work to support transport and travel within, to, through and around Stirling being predominately by means other than the private motor vehicle. Making this statement a reality means providing easy access to good public transport services and creating direct routes for travel on foot or by bicycle. This basic approach will help to create an environment where people feel safe, comfortable and relaxed while moving around the city centre.

A highly visible and highly accessible public transport network will service all key precincts in Stirling, connecting them with each other and with the station. The enhanced station and interchange facility will be serviced by a high frequency bus services. The road reservation along Stephenson Avenue and Scarborough Beach Road will be designed to include priority lanes for public transport, whether for buses or light rail. Priority at signalised intersections can be provided where appropriate or necessary to ensure public transport journey times are minimised and passenger access to transit stops is safe and easy.

Pedestrians and cyclists will be able to move easily through Stirling. Buildings will be located along street edges with active ground floor uses such as shops and business, creating interesting walking environments complemented by the natural surveillance associated with business activity and the movement of people.

High quality street-scaping including smooth walking and cycling surfaces, street trees, wide footpaths, and other facilities such as benches and good quality street lighting designed for pedestrian areas will enhance the environment and encourage activity. The development and adoption of a street clutter management strategy will assist the design of streets for people, clarifying the useful position of signs, litter bins and other street furniture to provide a clear walking environment. The strategy can also provide design guidance for materials use, thereby informing the appearance of the street environment, creating an attractive place for people to meet and walk through.

The various modes of transport and the routes they use will be complementary, integrated and conveniently located to the land uses and activities they serve.

4.4 Strategic Activity Centre

The traditional measurement of centres that is enshrined in the existing Metropolitan Centres Policy is based primarily on retail floor area. Such a measure can not account for centres of activity that are not retail based, but which without question are important centres of employment, and generators of travel demand – for example universities, hospitals, industrial areas and airports.

Economic analysis of the Stirling City Centre suggests a significant opportunity for the area to develop into a Strategic Employment Centre or strategic activity centre. This will be achieved through targeting high quality knowledge industries which are currently lacking in this area. Employment in such industries would be concentrated in the high amenity and highly accessible city core.

As a strategic activity centre, Stirling City will grow and diversify to achieve a mix of activities and uses that are largely self supporting. This will create agglomeration and knowledge transfer benefits for businesses, reduce trip generation and improve the level of employment self-sufficiency.

As a designated strategic activity centre, Stirling City will be characterised by a frequent and accessible public transport network, a dense residential presence within a walkable catchment, and additional retail and consumer services to serve the needs of the greater resident, worker and visitor populations.

4.5 Residents, Workers and Visitors: The Population

Intense, large scale office and commercial development adjacent to Stirling station will optimise employment and business activity. A target of 30,000 jobs within the 800 metre catchment of the station is aspired to.

As a strategic activity centre, Stirling City will have a minimum of 12,500 dwellings within 800 metres of the stations, which would equate to a residential population of between 21,000 and 25,000. The population will be socially diverse and a variety of housing choice will be required to accommodate this diversity. Up to 30% of the dwelling stock will be 'affordable', 20% single bedroom accommodation and 25% suitable for families and larger households.

4.6 Remediation of Contaminated Land

Remediation of the former Hertha Road landfill site is a necessity. Further investigations are to be undertaken to determine the best method of remediation applicable to this site .To encourage applied sustainability methodologies and best practice techniques, by adding value to waste rather than using conventional remediation techniques, the site may be remediated using phytotechnologies.

Phytotechnology is a new branch of plant science in which plants are used for environmental therapy to solve or reduce pollution and/or hydrological problems and create a sustainable vegetation cover or community, preferably using native species. Phytoremediation is a more cost effective technique than conventional remediation techniques.

Remediation would be based on the following broad methodology:

- Stockpile landfill cap for re-use;
- Send landfill through an on-site barrel-washer to remove recyclables (metals) from contaminant sludge;
- Remove acid generating peat;
- Construct a wetland that take into account groundwater inflow, vertical flow, and aeration, using a bentonite or similar lining (base) covered by contaminant sludge and planted with hyperaccumulating vegetation to take up contaminants from sludge;
- Filter groundwater through an algae photo-bioreactor and discharge clean water into the wetland and the living stream; and
- Develop the Osborne Park Main Drain as a 'living stream' using water sensitive urban design principles to further treat stormwater entering the drain.

The area of constructed wetland considered sufficient for effective phytoremediation of the landfill site at this preliminary stage has been estimated at 40% (9.2ha) of the total site area (22.9ha). Vertical flow in a north- south direction would see the wetland separated into two water bodies either side of Cedric Street, flowing downstream to the living stream (Osborne Park Main Drain). The larger water body in the northern section is estimated at 30% (6.9ha) and the southern smaller wetland is estimated at 10% (2.3ha).

Due to limited academic studies and performance relating to native Western Australian hyperaccumulating plants and local algal species, further research is required to incorporate this technology into the Stirling City Centre project. There are opportunities for synergies between the operation of phytoremediation, and science education and research industries that could be encouraged to locate in the area.

05 In Detail: Precincts

5.1 Precinct Detail

Although connected and continuous parts of the city centre, the seven precincts will have defining qualities that distinguish them from one another. In this section, the details of each precinct will be developed over time, making it the most dynamic part of the Structure Plan. Initially, only the defining qualities are outlined. In due course, these qualities will be expanded upon by detailed precinct plans. The location of the precincts is located in Figure 6.

5.2 Precinct 1: Southern

The main 'shopping area' of the city centre, serving the local population and the surrounding districts, the Southern precinct is located around the existing Innaloo Shopping Centre, which will be redeveloped over time to provide a more street-based shopping environment. It will be characterised by:

— Ellen Stirling Boulevard as a pleasant, busy, low traffic street made busy by pedestrians and public transport.

— The existing shopping centre is turned outwards with a mix of street based and mall retail.

— Seamless connection at northern edge into the city core and rail station.

— Some commercial, entertainment and residential development extending the hours of activity beyond standard weekday business hours.

— A green link on its eastern edge, which connects to Herdsman Lake in the south and the civic and cultural precinct in the north.

— Stephenson Avenue and Scarborough Beach Road are regional connectors revamped for public transport priority. (Figure 7 illustrates a likely cross section for both Stephenson Avenue and Scarborough Beach Road).

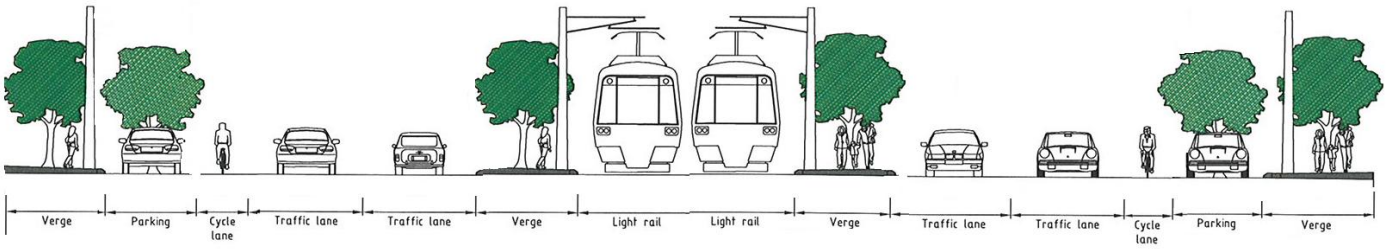


Figure 7: Proposed Cross Section for Stephenson Avenue and Scarborough Beach Road

5.3 Precinct 2: Station

Stirling Station is the busy heart of the city centre and the focus for the most intense activity and development. It is the focal point and interchange for local and regional public transport (buses, trains and taxis), and will be characterised by:

— A scale and intensity of built form that is matched to the high level of activity– it is the visual and economic centre of the city.

— A predominant sensibility of office and commercial activity – it is the 'business' part of the city.

— Business and community services to support local working population, focused around the station and urban plazas.

— Convenient, attractive and safe public transport passenger arrival and departure facilities, including kiss-n-ride.

— Accessible but discretely located parking including park-and-ride facilities.

— Seamless connection and integration of land uses across the freeway on a 'land bridge'.

5.4 Precinct 3: Hertha

The remediated and redeveloped former land fill site will be a transition between the intensity and scale of the city centre (Precinct 2) and existing low scale, low density residential areas to the east and north. It will be the civic, cultural and community 'hub' of Stirling, characterised by:

— A scaling of built form that mediates between the city core and the existing low density residential areas.

— Predominantly residential development in the southern part, shaped by a linear park/stream that is an important element of the overall city green corridor.

— Maintains the current land area of developed active open space in the future.

— Good physical links between the city centre and adjacent precincts.

— Its own core that brings together local school/s, civic and cultural activities around a central park at the northern end (around the existing City of Stirling offices).

— Large areas of open water in the short term, as the landfill site is rehabilitated. Over time these will be reduced and some remaining water bodies will form part of the living stream and open space network.

5.5 Precinct 4: Northern

The Northern Precinct will remain as primarily a hospital and residential area, with improved links back to the city's centre for residents and hospital employees and visitors. It will be characterised by:

— Osborne Park Hospital.

— Residential development, similar in scale and intensity to current residential development in the area.

— A new road connecting Stephenson Avenue to Karrinyup Road, providing much improved access to the city core and station for the hospital and residents.

5.6 Precinct 5: Western Residential

This precinct will be the 'inner city' neighbourhood - a medium to high density residential area that takes advantage of the excellent amenity offered by the existing La Grange Dongara Reserve. It will be characterised by:

— High quality medium to high density residential buildings centred around the existing park.

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

5.7 Precinct 6: Osborne Park

The sections of Osborne Park adjacent to Stephenson Avenue will become transition areas between the industrial activities of Osborne Park to the east and the intense 'city centre' activity of the western precincts. The connection of existing streets across Stephenson Avenue will make these areas highly accessible to the amenity and services of the city centre. The precinct will be characterised by:

— A mixture of commercial development and pockets of medium to high density residential development focussed around local parks.

— High quality architecture that overlooks and capitalises on the amenity provided by Stephenson Avenue and the green corridor link.

5.8 Precinct 7: Woodlands

The development of a new medium to high density residential neighbourhood with mixed use development on existing commercial sites. The new development would be well connected to the surrounding urban fabric and benefit from adjacency with the southern parts of the green corridor/urban stream and Herdsman Regional Park. The opportunity to improve links between Leige Street and Odin Road through redevelopment of this precinct would assist in realising the dispersed regional traffic model. The precinct would be characterised by:

— A quality medium to high density residential development, scaled to integrate with the exiting low density, low scale residential neighbourhoods to the west and south.

— Quality mixed use development on existing commercial sites.

— Well landscaped new streets, paths and parks to provide amenity and links with the surrounding area.

06 Making it Happen: Implementation

It is important to note that the statements in this section reflect the 'intent' of the Stirling City Alliance and highlight key infrastructure requirements but do NOT reflect any level of commitment to actions or funding on behalf of the City of Stirling or any State Government agency.

6.1 Approach to Implementation

Planning for a new Stirling City is being undertaken on the assumption that significant urban change can be brought about through a coordinated approach to planning, stakeholder participation (cross-agency and whole of Government), active community involvement, infrastructure provision and land development.

The nature of the changes planned will bring about a new model of urban community based on the notion of sustainable urbanism. It will be 'restorative' from an environmental perspective, socially inclusive, 'creative' as a place for business, economic exchange and employment, and will enable new forms of development and cultural expression not yet present in Western Australia.

As a project, the extent of change required will be highly complex and involve all State Government agencies, local government, significant participation by the private sector and - consistent with the Stirling City Alliance approach - meaningful community participation.

To that end, the delivery of a vision for Stirling would require commitment to the processes and factors that combine to bring about a new city within an existing urban environment from all levels of government. Those processes and working principles have been initiated through the Stirling City Alliance.

The current phase of planning for Stirling has given equal consideration to planning and implementation. Given the level of uncertainty in relation to approval and commitment to planning outcomes, the focus has been on delivering *short term certainty* and *longer term flexibility* for delivery over time.

This section does not attempt to recommend a particular corporate or governance model for Stirling, but seeks to outline key considerations that must be taken into account in the delivery process.

6.2 'Must Do' Elements

6.2.1 Governance and Support

A Single entity

The delivery of Stirling would be best achieved through a focussed agency or specific arrangement for which:

— The creation of a Stirling City, and

— Associated change management processes (urban renewal/redevelopment)

are its core business.

Local authorities do not normally serve this purpose. Existing State Government agencies also have other functions across regional geographies.

Adequate Resourcing

Given the level of coordination required between land owners, government agencies, approval processes and infrastructure delivery, it is imperative that project planning, delivery and management processes be adequately resourced.

It is imperative to adequately resource project planning, delivery and management processes.

Adequately resourcing the project would include financial considerations such as establishment and recurrent costs, financial modelling and accountability e.g. normal practice, self funding, market delivery, seed funding and whole of life cost benefit return assessment etc.

6.2.2 New Planning Paradigm

Statutory Framework

The existing statutory framework (town planning schemes and policies) are not proactive tools suited to facilitating large scale and fundamental changes such as those envisaged for Stirling, and would in this case support refusal for development proposals that would be non-compliant with existing provisions.

There is an immediate need to amend or put aside (rescind) both the local Town Planning Scheme and the Metropolitan Region Scheme as they apply to this area.

A statutory planning framework is required that secures, articulates and reinforces the project vision and cost mechanism as the primary focus and so as to be 'enabling' for the governance structure to deliver coordinated development and infrastructure outcomes

A new paradigm is required that is based on:

— Sustainability

— Interdependence of development sites

— Community Participation

Coordinated Approach

Consistent with the need for a clear and shared 'vision' for Stirling, the alignment of policies and strategic intent for Stirling City outcomes across all local and State Government agencies is essential.

This would provide a supportive decision making framework for the delivery of critical works and key/milestone projects.

6.2.3 Delivering Land

A significant portion of land within the immediate vicinity of the Stirling transit interchange is owned by State Government. This provides a key opportunity for coordinated development of important land uses and public infrastructure.

Environmental Remediation – Hertha Site

This large site owned by the City of Stirling must be remediated to remove contaminants. Although remediation will involve high up-front and interim holding costs, the site's large size and central and very strategic location mean that it will have a high value once remediated. Its redevelopment is critical to the future of the Stirling city centre.

Acquisition and Land Take

It will be necessary for any governance entity to have the power to acquire and where necessary 'take' (resume) land for Stirling City initiatives and public works. These powers should facilitate the coordination function within the agency and not rely on standard processes and definitions that exist within the Public Works and Local Government Acts.

Using Reserved Land

It is critical that the substantial amount of underutilised land within planning schemes (local and regional) and other reserves be made available for development and/or other purposes consistent with vision for Stirling.

Specifically, land within the Mitchell Freeway reserve adjacent to Stirling Station is not required for either freeway or railway purposes but could accommodate important development and infrastructure. Land reserved under the MRS for Stephenson Avenue is far in excess of requirements and must be made available for development through review of both its current designation as a Primary Regional Road and a revision of the width of land reserved.

In other locations, closure of some sections of road and changes in the reserve status of some public open space will be required to facilitate implementation of alternative land use configurations.

Specific acknowledgement of the need for these changes and in-principle support for their implementation is required from the relevant approval and reserve management agencies.

6.2.4 Economic Activation

Global market strategy

For Stirling to be a strategic activity centre requires a coordinated strategy to link with Federal Government development programmes, private sector research and development initiatives, and key education connections.

This will have Implications for the planning approach (for example, creative city programmes), communications and potentially regional status designation at State and Federal government levels.

A clear and well resourced economic development strategy is required to highlight export oriented 'knowledge-rich' industry business types to be targeted for Stirling.

6.2.5 Proactive Management

Funding and cash flow

An outcomes-based model is required for project funding and cash flow management.

The level of government funding will need to be determined in light of other funding sources and self-funding opportunities over time.

The project would benefit from a 'whole-of-life' economics approach, to forecast longer term gains for project commerciality, local area benefit, regional economic benefit and national position benefit. This approach would assist with funding support propositions and private sector investment attraction.

Initial 'seed' funding is likely to be required to support project establishment. The following will need to be considered:

— Land contribution value, payment valuation and/or payment timing

— Site remediation costs ahead of land sale revenues

— Project planning

— Infrastructure construction

It will also be necessary to determine a basis for the use of any revenues received in excess of initial funding.

Procurement and Delivery

Core public infrastructure procurement should consider shared public/private delivery mechanisms (PPP or PPCP) with the required cost/value offset (eg: construction of a new station and bus facility in return for rights to develop all land in the station/transit hub area).

Land development processes will similarly require new practice or *at least* 'best practice' methodology to avoid common pitfalls where land sales are not related to completed community outcomes (such as when asset retention results in undeveloped sites, or non-provision of desired use/activity mix).

Delivery strategies will need to be based on variables such as:

— Commercial risk-sharing between the state and private sector;

— Relative need to control form and content of the developed outcome;

— Risk management and 'value-add' factors including approval certainty, environmental remediation and development process.

It should be noted that the availability of funding may significantly impact on the viability of any joint public/private funding initiative. Current global economic circumstances will therefore need to be considered in project delivery models.

Coordinated Development

Development will need to be coordinated to ensure critical infrastructure is provided that will enable ongoing development to occur and to ensure that the social and commercial elements required for successful cities are established in an appropriate order.

The Vision for Stirling proposes development patterns that are not necessarily limited to current cadastral boundaries e.g. suggested realignment of Ellen Stirling Boulevard across private land. Coordinated development will need to enable outcomes that are not limited by existing restrictions.

In order to provide certainty and clear direction for the future of Stirling, the development of infrastructure will either need to precede private development or will need to be facilitated with a high level of certainty so it can be realised as and when required.

Community Engagement

The preliminary planning phase undertaken by the Stirling City Alliance has developed terminology based on a partnership between the state (public), the private sector and the community (PPCP). To that end, the intent is to actively involve the community in the project delivery process in addition to the planning process. This is at least in part to provide sufficient community confidence in the planning and decision making process where there a lack of absolute certainty in planning and development outcomes exists. It is secondly to ensure that the new Stirling City is the product of community participation, contribution and ownership.

The Alliance has provided a level of commitment that community representatives will be 'enabled' in planning and implementation decision making processes, without any stipulation as to the level, model or form of representation.

It is noted, however, that, involvement in the planning process should be treated differently from involvement in the delivery process.

Factors to be considered include the following:

Planning Process:

— In peripheral/transitional project areas, existing community members are likely to be or will perceive that they will be impacted upon by intensification of use, noise, increased traffic and social issues associated with urban centres. Participation should be information rich, iterative and open, with clear 'rules' for the level and extent of influence available.

— Development of Stirling as a city will affect numerous surrounding communities and will need to consider matters such as the broader provision of community services, public facilities and ongoing access to regional transport infrastructure. A saturation level of communications should accompany focused consultation on such regional issues.

— In some locations, development outcomes will likely mean that existing residents will either choose to leave the subject area and hence not form part of the future community, or at least will form only a minor percentage of the resident population in the same area. Although their knowledge of the existing area will be rich and of value, planned development will need to consider scenarios beyond the experience or knowledge of existing residents and in some cases, may conflict with the views of existing residents.

— Changes in residential density from low to medium and high density would mean that single residences would be replaced over time by taller apartment style buildings within an inner-urban environment. Community engagement should seek ways to encourage the retention of as many existing residents as possible through diverse accommodation opportunities, facilitated relocation, facility provision and recognition of the value of community standing.

— A community engagement programme will need to enable an alternative level of representation or alternative weighting to community concerns raised in specific circumstances and in a transparent and measurable way.

Implementation Process

Development presumes a change of circumstances for a number of existing property owners. Any assumptions made in the planning process about access to land - such as for new roads – or about support for redevelopment outcomes will need to be tested through ongoing liaison with existing landowners.

Future decisions regarding a number of matters will need to be made in the context of a clear planning and development framework – such as a community partnership – that provides a level of flexibility for all participants. A process is required that will provide a level of certainty for community participation in future decisions.

Changes of the magnitude proposed, such as new freeway bridge construction, deviated road alignments, significant redevelopment, transit station rearrangement and changes or interruptions to public transport services, will cause significant interruptions to the community (local and regional). Ongoing information and consultation will be required to ensure minimum impact to the community, community support for the changes being implemented and information on alternative arrangements where these are made.

6.3 'Must Have' Elements

The opportunity exists to develop the Stirling City interchange as the focus for transit orientated development combining a mix of building uses, 'park and ride' parking, bus terminus/interchange facilities and retail frontages. This is seen as being critical early infrastructure to enable Stirling to develop in a sustainable manner. Provision is required for an increased number of buses to service both the City itself as well as the existing bus distribution network as it continues to expand.

6.3.1 Public transport priority over and above private transport

Stirling transit hub

— Critical stage one infrastructure

— Provides an increase in capacity for existing bus services and future service provision

— Dedicated road space on principal streets and public transport corridors throughout city centre

— Promotes passenger rail and bus travel as attractive transport options

Dedicated city transit system

As critical Stage One infrastructure, the capacity for a light rail, bus or alternative high-frequency transport 'loop' should be developed to link the Stirling interchange with the retail precinct and Scarborough Beach Road.

Connecting bus routes

— Adjustment of existing bus routes to and from the transport interchange to better service the city centre, particularly development sites north of the Mitchell Freeway such as any expansion of the Osborne Park Hospital.

Cyclists and pedestrians

It is an absolute priority to service pedestrian movement throughout the city centre. Pedestrian crossing facilities are to be incorporated into all signalised intersections. Pedestrians will be given priority when crossing side streets and pedestrian only environments and laneways will be provided in the retail and station precinct. Pathways will be designed to accommodate pedestrian design lines and the number of people utilising the street space. The focus is to provide great access for all in a safe environment at a human scale.

Bicycles will be recognised as a preferred form of transport in the centre. On and off road infrastructure will be included in the streetscape, providing for the differing needs of commuter, recreational and school age cyclists. Routes across the city centre

will be supported by bicycle lanterns at signalised crossings and intersections, and by the provision of additional facilities such as water fountains, secure on-street and off-street bicycle parking facilities and route signage.

6.3.2 Regional Road Network

With the community, the Stirling City Alliance has developed a dispersed network model for designing and managing regional vehicle movement to and through the Stirling City study area. Dispersal implies accommodating regional traffic needs across several lower order routes rather than concentrating it onto a single major highway or freeway. While this model is supported in principle it is noted that a number of regional transport issues still require resolution.

The dispersed road network is described in Figure 5.

6.3.3 Stephenson Avenue

The alignment of Stephenson Avenue between Herdsman Lake (Jon Sanders Drive) and the Mitchell Freeway is redefined in accordance with the framework shown in Figure 3. Stephenson Avenue will be an at-grade city centre road. Stephenson Avenue must be constructed for its entire length to Cedric Street in stage one of development.

6.3.4 Howe Street

The western extension of Howe Street through the city centre is required to integrate the developed Osborne Park area with the city centre and to facilitate the potential for redevelopment of underutilised land within the walkable catchment of Stirling Station and the centre. Further community consultation is required with residents in Precinct 5 to determine if any road connections are required from the City Centre through to Odin Road during the Precinct Planning phase.

6.3.5 Other East West Links

There are additional east-west links that provide opportunities to improve the grid street network, increasing the permeability of the local area for local traffic, pedestrians and cyclists. Potential route options include extensions to Guthrie Street, Oswald Street and Sarich Court.

6.3.7 Continuous Urban Waterway

A natural history

The existing Main Drain is to be reconstructed as a suitably and attractively landscaped urban stream, designed to interpret and communicate the historical function of the waterway alignment and wetlands through the region whilst still serving its important drainage function.

This waterway is to connect (thematically or literally) with wetland areas that will be created on the former landfill site. These will be established as a component of land and water remediation processes and utilised as high value landscape elements where appropriate.

A variety of places

Water will be used as a thematic and aesthetic element in each of a range of urban places including squares, parks, planted landscape strips and water retention facilities.

Opportunities will be sought to combine the water use for climatic amelioration, land and water remediation and other functions such as possible heat exchange in dynamic systems.

6.3.8 Access to Open Space

A high amenity landscape and open space environment will be established as a key feature and point of difference for the city centre.

Policy will be required to ensure that:

— No (existing) resident has less access to open space than is currently available;

— All dwellings are within a 400 metre (approximately 5 minutes) walk of public open space;

— A variety of open space types and sizes is available within 400 metres of each dwelling;

— Sustainable design principles are applied in the design of open space provision; and

— Opportunities are afforded for alternative open space configurations such as for urban ‘allotments’, ‘city farms’, roof gardens, and food crop cultivation.

07 Way Forward

7.1 Process and Recommendations

It is recommended that the Stirling City Centre Alliance continues to work on a number of tasks in the short term, with close involvement with community members and other stakeholders. This work should include:

— Finalisation of detailed proposals for the Southern, Station and Hertha Precincts (Precincts 1 – 3); and

— Finalisation of Public Private Community Partnership (PPCP) models to ensure delivery of key elements of the Plan within the first 3 years.

In 2009 the Alliance should continue to work on other precincts and further develop PPCPs, as well as advertise changes to the Structure Plan Framework.

Appendix A
Current Planning Context

Metropolitan Region Scheme (MRS)

Stirling City is zoned Central City Area under the MRS. The Structure Plan Framework boundaries differ from the zoning which includes the land located south of the Mitchell Freeway between King Edward Road and Oswald Street, including the commercial uses fronting and immediately adjacent to Scarborough Beach Road, and to the north of the freeway encompasses the land bound by Karrinyup Road, Cedric Street and Telford Avenue.

A portion of the Central City Area, including the vast majority of land between Scarborough Beach Road and the Mitchell Freeway is the subject of a Clause 32 resolution, giving the Western Australian Planning Commission (WAPC) call-in powers over development approvals within the area.

City of Stirling District Planning Scheme No 2

District Planning Scheme City of Stirling No. 2 was gazetted in September 1985 and applies to the majority if the District City of Stirling. A portion of the Stirling City site is not included in the 'Scheme Area' (see Town Planning Scheme No.38).

City of Stirling Town Planning Scheme No. 38

In 1997, Town Planning Scheme No. 38 was adopted by the City of Stirling and the WAPC primarily to control land development and implement the recommendations of the 1994 Stirling City Centre Structure Plan in respect of Precinct 1 and 5 of that plan. The Scheme boundary does therefore not correlate with either the Structure Plan or the Central City Area boundaries and primarily includes the commercial development along and abutting Scarborough Beach Road between Bowra Avenue and Stephenson Avenue, the land between Ellen Stirling Boulevard and the Primary Regional Road reserve, the Westfield Innaloo Shopping Centre and the land west of Ellen Stirling Boulevard to Oswald Street. The Scheme provides a policy and development control provisions, development standards and requirements, zoning and precinct provisions and cost contribution mechanisms for scheme works. Town Planning Scheme No. 38 was due to be financially finished in 2007.

Network City

The Community Planning Strategy for Perth and Peel (Network City) is a planning strategy endorsed in principle by the State Government after widespread consultation with the community. It is a response to the State Sustainability Strategy. The principles behind Network City are:

— Enhance efficiency of urban land use and infrastructure;

— Protect and rehabilitate the environment, and improve resource efficiency and energy use;

— Enhance community vitality and cohesiveness.

The major elements of Network City are activity centres, activity corridors, and transport corridors. Major centres within which a range of activities are encouraged at each end of the activity corridors, which will support effective public transport system in both directions along the corridor.

A priority of Network City is to accommodate 60% of dwellings required for future population growth within existing urban areas. Opportunities for providing additional homes and jobs within existing urban areas are to be identified. Another priority is the promotion and facilitation of increased housing diversity, through increased residential density and other means, to match changing housing needs.

Network City identifies Stirling as a major activity centre. It will therefore be expected that the development of Stirling contribute towards achieving the aims of that strategy. More specifically the strategy mentions Stirling as being a demonstration project activity centre in which to promote mixed use development and higher residential densities.

State Sustainability Strategy

The State Sustainability Strategy aims to establish the sustainability framework for government to pursue a sustainability agenda and identify actions for implementation. The document outlines 42 priority areas for government action and is divided into six sections:

— Sustainability and governance;

— Contributing to global sustainability;

— Sustainable natural resource management;

— Sustainability and settlements;

— Sustainability and community; and

— Sustainability and business.

Public sector agencies are expected to “lead by example” and individually identify sustainability indices relevant to their organisation and develop action plans to implement sustainability agendas. A Sustainability Code of Practice for government agencies was issued in 2004, requiring all agencies to prepare Sustainability Action Plans by the end of 2004 and to report annually on implementation, sustainability agenda and identify actions for implementation.

Metropolitan Transport Strategy

The Metropolitan Transport Strategy 1995 – 2029 proposes directions for moving from a transport system dominated by low occupancy car use to a more balanced transport system in which public transport and non-motorised transport are feasible for many trips. Accessibility is the primary goal of the Strategy. Accessibility is the ease of obtaining goods or the benefits of an activity (work, recreation, education, shopping, medical services etc).

It is based, inter alia, on the principle that land use development should encourage land use forms that promote environmentally responsible transport options. It outlines various targets, including increasing car occupancy rates and increasing the use of public transport. By 2029, the aim is to increase personal trips by public transport from 6.4% in 1991 to 12.5%, and reduce trips as a car driver from 63% to 46%.

Development Control Policy 1.6 (Transit Oriented Development)

This is a policy to encourage the integration of land use and transit facilities and will be applied by the Commission, inter alia, when reviewing structure plans for developing areas and areas undergoing redevelopment. The principles highlighted in the policy are equally applicable to major activity centres such as Stirling as to other forms of urban redevelopment - in particular, the need for land use to support effective transit systems by making them highly accessible to potential users through the appropriate arrangement of movement networks and the placement of land uses. The integration of transit facilities is encouraged.

The Commission will particularly encourage the redevelopment of publicly owned land in a manner that promotes the objectives of the policy.

Local Authorities should have particular regard to matters such as:

— The encouragement of public transport over car use;

— The development and application of scheme parking standards that reflect the availability within the precinct of transit facilities and that provide discretion to vary standards; and

— The potential to use planning provisions to provide incentives for appropriate development in transit oriented precincts, including reduced parking standards.

Liveable Neighbourhoods

Liveable Neighbourhoods establishes design principles and practices which encourage a sustainable urban structure through the use of walkable neighbourhoods, compactness of compatible mixed uses, reduced car dependence and high level of access to employment, retail and community opportunities and facilities. The design and layout of subject site has been prepared in accordance with the concepts and design principles of Liveable Neighbourhoods, and in particular address the following elements:

— Compactness so residents can walk to local facilities and public transport within 5 minutes;

— Street designs which encourages walking, cycling or the use of public transport over driving;

— Street connections are in simplistic patterns which allows people to choose different routes;

— Windows and verandas overlooking streets to deter crime;

— Design that relates directly to the physical characteristics of the site which allows for increased local character and enhances the natural features, with a particular focus on the retention of native trees, topography and the natural environment; and

— Interlinked open spaces with differing functions within walking distance of most people.

Appendix B

Stirling City Alliance – Guiding Principles

1 All parties to the Alliance aspire to:

- Take ownership in developing a deliverable structure plan and an implementation plan that is seen as a world class demonstration solution.
- Develop trust and demonstrate thoughtful relationships, ethical leadership and effective and timely decision making.
- Work together as a seamlessly integrated team generating heart and excitement to drive non-business-as-usual outcomes.
- Invite, listen and respect courageous contributions from all.
- Find solutions as a team that we alone could not have imagined.
- Work in an environment of mutual trust that is guided by intent to meet project challenges aspirations and deliver balanced outcomes.

2 All parties recognise that they have a common interest in the review of the Stirling City Centre Structure Plan Framework and its implementation.

3 All parties in the Alliance recognise that they bring complimentary skills and resources to this project. In working together, to coordinate those skills and resources, the agencies are able to provide greater benefit and results to the Stirling and Western Australian communities.

4 All parties will pursue working relationships based on common objectives, communicating effectively with each other and the local community in an open, ethical and honest way.

5 The aim is for the Stirling City Centre Structure Plan Framework to meet the objectives of the City of Stirling, the State Government and the community. These objectives include application of the principles of sustainability.

6 As a result of this Alliance Agreement it is anticipated that a tool or suite of tools will be developed that enable key stakeholders to move forward with, and implement, a practical development framework for the Stirling City Centre.

7 The following are guiding headline statements against which we will test our ideas:

- Manage growth by sharing responsibility between industry, communities and government
- Make fuller use of urban land
- Plan with communities
- Encourage public over private transport
- Nurture the environment
- Strengthen local sense of place
- Develop strategies which deliver local jobs
- Provide for affordable housing