### **<https://www.stirling.wa.gov.au/your-city/shaping-our-city/search-all-projects/stirling-city-centre>**

### **LovelyOwl asked**

6 May 2020

Will the Stirling City Centre be transformed into something like Sydney's Chatswood or Parramatta? After the completion of Stephenson Avenue Extension, will Ellen Stirling Blvd turn into a pedestrian mall, provide a comfortable & interesting walking path connecting the train station and rest of the commercial areas?

I’m interested in town planning and have been involved with Stirling’s City Centre open day (City Centre Alliance) Sept. 2008 and Festival of Ideas (2009), and City Centre Alliance. My interest has been entered on the Station Precinct but not much on the seven sub precinct areas).

The Station Precinct Local Development Plan Adopted by Council 18 September 2018 is a current document that covers building issues – (like BUILT FORM & DESIGN (building heights, setbacks, open space, etc.), STREETSCAPERELATIONSHIP (entry points, site works, access 7 parking, etc.)

The Train Station area not in detail covered

During the design of the station and its approach roads, the engineering firm [Ove Arup & Partners](https://en.wikipedia.org/wiki/Arup_Group_Limited) was tasked with investigating and designing road layouts to accommodate for both future and current needs

is building over freeeways

Stirling City Centre Master Strategy Report ( Final – January 2014)

3.2 Community Places The UDLS identifies key Community Places (community destinations), which

Integrated Transport Strategy Report (Dec 2013)

Stirling Bus Interchange Project -->Funding Program: Investment Road and Rail Program, 🡪Expected Start/Finish: **Early 2022 - Late 2023**

**Planning the Bus/freeway interchange**

**STIRLING CITY CENTRE MASTER STRATEGY REPORT**

**2 URBAN STREAM CORRIDOR**

Short time action:

Expand the Stirling bus interchange; and extend selected bus services that currently terminate at Stirling interchange to terminate in the SCC core.

I have several times commented on

**Figure 2.1**: Urban Stream Concept Cross-Sections

In **Figure 2.2** is indicated th at on both side of sections 1 & 2 are buildings. On the east side the border directly on Stephenson Ave road reserve (no buffer zone).

Section 3 & 4 buildings are some distance away from Stephenson Ave (subject to traffic noise)

**3 CIVIC AND COMMUNITY PLACES**

3.1 Urban Design Principles

* **3.2.1 Celebration Place**
* **3.2.2 Town square**
* **3.2.3 Market square**).

All the places are not indicated

4 MOVEMENT NETWORK

The Integrated Transport Strategy – ITS (GHD, 2013) is a comprehensive strategy that considers all of the transport (movement) studies undertaken by the Alliance to date. The ITS outlines: · The vision and approach adopted by the Alliance to deliver an integrated land use/transportation system; · How the components of the ITS align with local, regional and national policy, so stakeholders can be confident that objectives and components in action plans meet policy requirements; · The problems and opportunities that should be addressed; · The objectives and action plans that support the Performance Framework; · Precinct by precinct area action plans; · A program of infrastructure and redevelopment to coordinate transportation initiatives, planning and capital works with strategic land use development within the SCC; and · The techniques and key performance indicators that allow the progress of the ITS to be measured so that the strategy can evolve to build on future achievements.

4.2 Regional transport network and options

The ITS seeks to establish a regional road network that enables an orderly dispersal of traffic throughout the SCC, whereby Stephenson Avenue and Hutton Street provide the main points of access with the Mitchell Freeway. Transport modelling (including ROM and SIDRA analysis) undertaken with key transport agencies has guided the configuration, however further modelling would be needed to fine-tune the network. Through the transport planning undertaken to date, a range of infrastructure options were developed to address the forecasted growth in regional traffic over time, as well as promote alternative modes to private motor vehicles to reduce traffic volumes. Possible medium/long term improvements, subject to further investigations, are: · Extend Stephenson Avenue (from Scarborough Beach Road to Karrinyup Road) t

The Stirling City Centre is currently dominated by cars and traffic. The way we move around need to change dramatically. Offer alternative transport in and around-the-centre

Access to pedestrian and cyclists.