

# ENQUIRY BY DESIGN

## Detailed Outcomes Report

City of Swan  
and the  
Midland Redevelopment Authority



Prepared by  
TPG Town Planning and Urban Design  
in collaboration with  
Ecologically Sustainable Design Pty Ltd  
City of Swan  
Midland Redevelopment Authority

Revision E: For Public Comment  
July 2008

**Note:**

*This report provides detailed information with respect to the background of the Enquiry by Design (EbD), the challenges and opportunities facing Midland and the various outcomes and proposals which evolved during the EbD workshop.*

*A summary report titled 'Midland 2017: Enquiry by Design Outcomes Summary Report' has also been prepared.*

## FOREWORD

Founded in the 1890s goldrush, Midland is a well-established city and a strategic regional centre with a diverse community with many attributes. The Swan and Helena River environs are nearby, along with the many attractions of the Swan Valley and the Perth Hills. It is also relatively close - 25 minutes by road or rail - to the Perth CBD.

For 90 years until 1994, the Midland Railway Workshops drove the Swan region's economy. In its heyday the site employed 4000 people, including many apprentices, and was a centre of excellence and innovation for the railway industry. The closure of the Workshops in 1994 was a severe blow to the city and the region. It caused a sharp economic decline that spurred the 1997 charrette, at the time the largest and most intensive planning exercise ever held in Western Australia.

Since then Midland has made superb progress. With the establishment of the Midland Redevelopment Authority in 2000 much of the city centre and the Railway Workshops site has been revitalised, and the firm partnership between the MRA and the City of Swan has resulted in strong economic growth. However, Midland still faces some major challenges to its future development and prosperity.

*Midland 2017 – The Challenge*, a joint planning initiative by the City of Swan and the MRA, has reviewed Midland's progress with the aim of refining past planning and developing a comprehensive action plan to guide Midland's continued revitalisation over the next ten years. It was a large collaborative undertaking that involved stakeholders, staff, consultants and the public over several months, culminating in an Enquiry by Design in October 2007.

This major report will lead the way to overcome Midland's planning challenges and realise its enormous potential. We thank all those involved in it.



---

Cr Charlie Gregorini OAM JP  
Mayor, City of Swan



---

Dr Fred Affleck  
Chairman, MRA

## EXECUTIVE SUMMARY

Midland is an established historical city and a strategic regional centre in the Perth metropolitan area. Whilst its unique quality and enviable location is recognised locally, various urban structure and amenity issues have undermined critical investment in the area.

In response to this, the Shire of Swan (now City of Swan) and the Ministry for Planning (now Department for Planning and Infrastructure) conducted a Charrette to look at the revitalisation of the Midland area. The Charrette, which was held in September 1997, gathered hundreds of local residents to work with a diverse design team to consider all of the issues facing Midland and the various opportunities for the redevelopment of the area.

Since the Charrette, several major achievements and initiatives have occurred and which have contributed to a renewed Midland, including the establishment of the Midland Redevelopment Authority (MRA) to undertake and manage the redevelopment of approximately 150 hectares of land to the south and north-west of the City Centre.

In 2007, the MRA and the City of Swan agreed to undertake a joint planning initiative known as *Midland 2017 – The Challenge*.

The aim of the initiative is to develop a plan that will pull together past planning for Midland and to prepare a comprehensive action plan for Midland's continued revitalisation over the next ten years.

The initiative comprised of an Enquiry by Design (EbD) workshop held between the 19th and 25th October 2007 at the offices of the MRA. Representatives of State government agencies, selected land owners, elected officials, consultants, the City of Swan and the MRA participated in the workshop to establish principles to guide development and to develop ideas and plans as to how future development may occur within the Midland City Centre.

The subsequent designs and initiatives which evolved from the workshop were then presented to the public on the evening of the concluding day at the Midland Town Hall. Key stakeholders involved in the design exercise, the local Member of Parliament and the Minister for Planning and Infrastructure also attended the presentation.

This report details the outcomes of the EbD workshop. This report also includes additional work undertaken following the EbD workshop. This work included the formulation of project guiding principles and key actions for implementing the EbD proposals. Some of the designs were also refined further following discussions with key stakeholders (post-EbD) who provided new or additional information and which necessitated refining the design outcomes.

The outcomes include broad city-wide proposals as well as precinct based or site specific proposals. Broadly these include:

- Improving traffic circulation and access around the City Centre by providing several new streets, reducing traffic speeds and converting the Great Eastern Highway/Victoria Street 1 way road network to a 2-way road network;
- Improving connectivity and access between the areas north and south of the rail line by relocating the freight rail out of the City Centre, grade separating Lloyd Street at the rail and providing new pedestrian rail crossing points;
- Relocating the Midland Train Station slightly south to facilitate redevelopment of the Train Station and the surrounding area to achieve Transit Oriented Development objectives;
- Increasing the City Centre's residential population by providing more intensive residential development on the Midland Oval Precinct, former Midland Primary School and the Railway Workshops sites as well as infill development opportunities throughout the City Centre;
- Facilitating new mixed use development comprising commercial and office uses on ground floor and residential on upper levels to assist with enhancing the vitality of the City Centre and fostering street level pedestrian activity;
- The provision of several new decked public car parking facilities to assist with meeting demand for public car parking;
- Improving the amenity, safety and security of the public realm throughout the City Centre by enhancing streetscapes and improving shopfronts and building facades which overlook public areas;

- Improving access from the City Centre to the Swan and Helena Rivers;
- Celebrating Midland's heritage to give it a special appeal and lead to investment in restoration and reuse of heritage buildings to assist in Midland's economic revitalisation.
- Expansion of the Highway Service zoning north of Great Eastern Highway to the east of Lloyd Street.

Each of the proposals identified in this report include a set of design briefs and actions to guide future detailed planning including the preparation of an Implementation Plan. This report will also serve to guide the preparation of a Centre Plan in accordance with the Western Australian Planning Commission's Statement of Planning Policy No. 9: Metropolitan Centres Policy Statement, to guide the planning and development of commercial activities within the Midland Strategic Regional Centre.

The outcomes presented in this report represent the key areas of major intervention explored during the EbD. Where a property does not have a concept proposed over it, it is intended that the principles and recommendations identified within the indicative design, project guiding principles and key actions for the Precinct would generally apply.

In any case, further testing and design will be needed prior to implementation of any public or private development proposals.

## CONTENTS

### PART 1: MIDLAND 2017 – THE CHALLENGE

Foreword .....	i
Executive Summary .....	ii
Contents .....	iii
Introduction .....	1
Purpose and Structure of this Report .....	1
Defining the Midland City Centre .....	2
History of Midland and its Planning .....	1
Historical Overview and Past Planning .....	1
The 1997 Charrette .....	1
Between the Charrette and the EbD .....	3
The Midland Redevelopment Authority (MRA) .....	3
Major City of Swan and MRA Achievements since the 1997 Charrette .....	5
Interlocking Challenges and Opportunities .....	6
Outstanding Impediments .....	6
New Challenges and Opportunities .....	8
What is an Enquiry by Design, and Why Did We Do It? .....	12
Scoping Workshop .....	12
The EbD Workshop .....	12

### PART 2: ENQUIRY BY DESIGN OUTCOMES

Introduction to Part 2 .....	14
Interlocking Solutions for Interlocking Challenges and Opportunities .....	14
City Centre Plan .....	15
Integrated City Centre Plan .....	15
City Wide Proposals .....	17

Urban Amenity Driven Revitalisation Proposals .....	17
Identifying the Entries to the City Centre .....	18
Linking North and South of the Railway .....	18
Two-waying of Great Eastern Highway and Victoria Street	19
Lloyd Street Grade Separation and Southward Extension	22
Morrison Road West .....	25
New Street Links .....	27
Parking .....	30
Public Transport .....	32
<b>Precinct Indicative Plans .....</b>	<b>34</b>
Precincts Identified .....	34
Midland Station Transit-Oriented Development (TOD) .....	35
Midland's West End .....	41
Former Primary School .....	45
Poynton Avenue .....	48
Morrison Road Adjoining Developments .....	49
Swan Regional Riverside Park and Related Developments .....	50
Great Eastern Highway / Victoria Street East .....	53
Midland Gate .....	55
Brockman Precinct .....	58
Great Eastern Highway (East of Lloyd Street) .....	60
Midland Oval (Southwest Corner) .....	62
Health Campus and WAP Site .....	68
The Workshops .....	74
Next steps as a result of the Enquiry by Design .....	88
Glossary .....	89

#### Appendices

Appendix 1: Enquiry by Design Team & Key Stakeholder Participants
Appendix 2: Town Planning Scheme / Redevelopment Scheme Maps
Appendix 3: Aerial Photograph
Appendix 4: Colour Code Legend for Precinct Plans

Appendix 5: Precinct Development Yields
Appendix 6: Great Eastern Highway / Victoria Street Two-way Concepts (TTM Consulting Pty Ltd)

## INTRODUCTION

In 2007, the MRA and the City of Swan agreed to undertake a joint planning initiative known as *Midland 2017 – The Challenge*.

The aim of the initiative is to develop a plan that will pull together past planning for Midland and to prepare a comprehensive action plan for Midland's continued revitalisation over the next ten years. The plan will enable community, business and government to have a clear picture of how the City Centre will develop and grow over the forthcoming years.

For the City of Swan, this report represents the foundation to further detailed planning and feasibility analysis including the preparation of a Centre Plan in accordance with the Western Australian Planning Commission's (WAPC) Statement of Planning Policy No. 9: Metropolitan Centres Policy Statement, to guide planning and development within the Midland Strategic Regional Centre.

### PURPOSE AND STRUCTURE OF THIS REPORT

This Enquiry by Design Detailed Outcomes Report has been prepared to detail the outcomes of the *Midland 2017 – The Challenge* Enquiry by Design workshop as well as providing actions for implementing these outcomes.

This report has been divided into two parts.

Part 1 of the report provides an introduction and explanation of the Enquiry by Design (EbD) planning process that was undertaken for the Midland City Centre. An overview of Midland's history, planning, challenges and opportunities are also presented. This overview sets the context and broad justification for the EbD proposals detailed under Part 2.

Part 2 of the report contains the detailed Enquiry by Design outcomes. These outcomes have been classified into several broad proposals which affect the whole of the City Centre generally as well as specific detailed precinct plans and proposals for various parts of the City Centre.

This report also includes additional work undertaken following the EbD workshop. This work includes the formulation of project guiding principles and key actions for implementing the EbD proposals. Additionally, some of the designs were refined further as a result of additional detailed

work undertaken following discussions with key stakeholders (post-EbD) which provided new or additional information and which necessitated refining the design outcomes.

Whilst this work has affected the prompt release of this report, it was considered important by the City of Swan and the MRA to ensure that the plans and ideas generated in the EbD reflect the desired outcomes and ensure they can be implemented accordingly.

It should be noted that the outcomes presented in this report represent the key areas of major intervention explored during the EbD. Where a property does not have a concept proposed over it, it is intended that the project guiding principles and key actions for the relevant Precinct would generally apply.

In any case, further testing and design development will be need prior to implementation of any public or private development proposals.

## DEFINING THE MIDLAND CITY CENTRE

A city centre can be defined in several ways, for example, by its physical characteristics (such as major roads, rivers, parks), predominant land uses/activities, or by particular administrative boundaries. In some cases, the boundary is clear, whilst in others it is somewhat blurred.

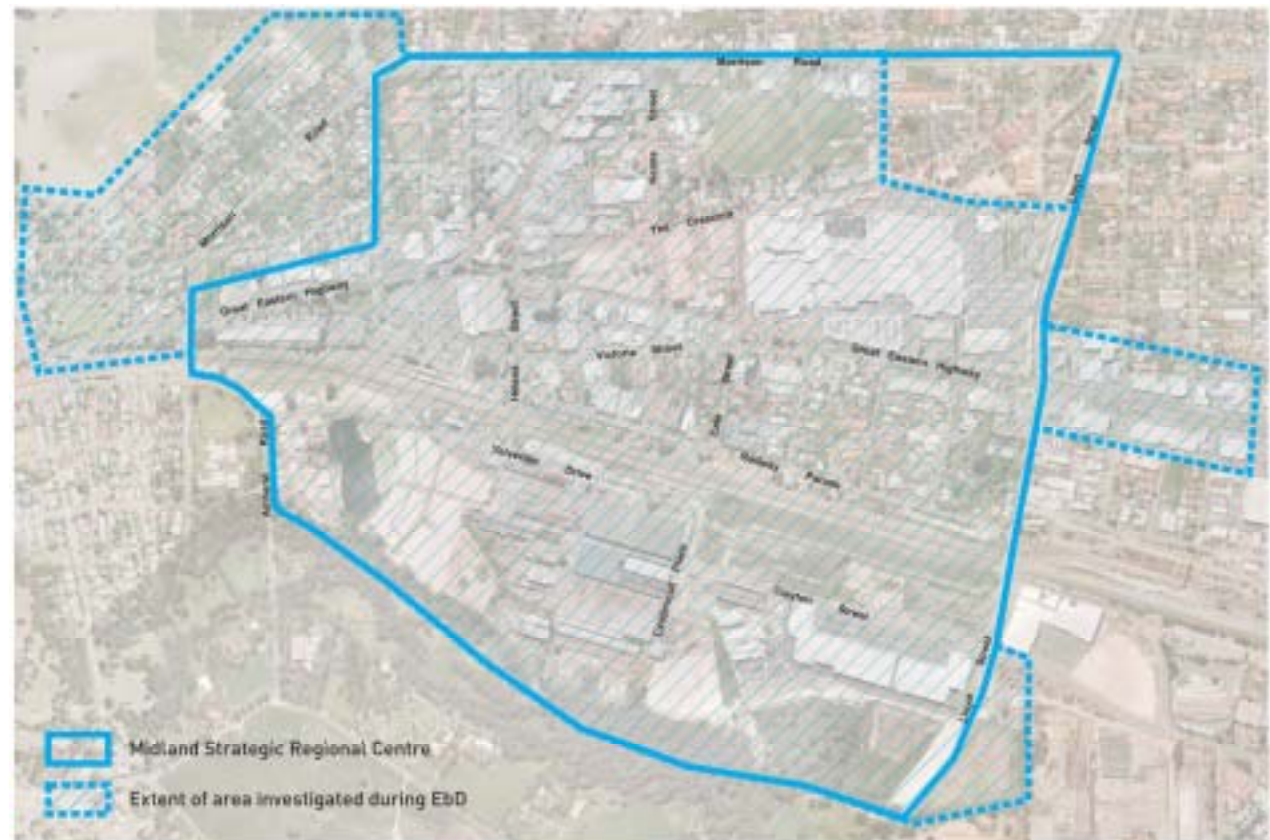
The WAPC's Metropolitan Centres Policy Statement, which provides the broad framework for the location and distribution of retail and commercial activity within the Perth metropolitan area, identifies Midland as a Strategic Regional Centre. Strategic Regional Centres are intended as the main centres outside the Perth CBD designed to accommodate a full range of shopping, office, administrative, social, entertainment, recreation and community services.

Strategic Regional Centres are included within the Central City Area zone under the Metropolitan Region Scheme, which is the statutory land use planning document for the Perth metropolitan area. The Central City Area zone for Midland includes land bound by Morrison Road to the west and north, Lloyd Street to the east and the rail line to the south.

The City of Swan's Midland Place Plan regards the Midland City Centre as land within the 'Midland Strategic Regional Centre Precinct', being land bound by Morrison Road to the north, Lloyd Street to the east, the Helena River to the south and Amherst Road/William Street to the west.

Whilst the EbD focussed on the majority of land identified within the Midland Strategic Regional Centre Precinct, it also focussed on parts of Woodbridge to the west towards the Swan River Regional Park given its close proximity of the parkland to the City Centre and a desire to ensure that there is a strong connection and relationship between the two areas, as well as land along Great Eastern Highway east of Lloyd Street.

For the purposes of the EbD, the Midland City Centre is defined as per the Midland Place Plan.



*The Midland City Centre*

## HISTORY OF MIDLAND AND ITS PLANNING

### HISTORICAL OVERVIEW AND PAST PLANNING

Midland Junction (now Midland) was established in 1890 at the junction of the Midland and Eastern Railways. It was the base for the privately owned Midland Railway Company, whose workshops were located on land now occupied by the Centrepoint Shopping Centre.

In 1904, the West Australian Government Railway (WAGR) Workshops were transferred from Fremantle to Midland to a site south of the railway at the southern end of Helena Street adjacent to the Helena River.

With the development of these private and Government railway workshops, Midland quickly flourished, thriving as a regional centre, with a strong economy built around the railway industry.

The Stephenson-Hepburn Plan prepared for the Perth Metropolitan in 1955 identified Midland as a sub-regional centre comprising a range of shopping, commercial and administrative facilities.

Following World War II however, Midland's townscape began to change due to several influences.

The rise of the private motor vehicle began to dominate town and city areas, overtaking rail as the primary means of transportation for commuters.

During the 1960s, the Midland Railway Company (MRC) amalgamated with the Western Australian Government Railways and located on land south of the Midland town centre and interstate rail line. The closure of the MRC's workshops as well as the removal of its rail line through central Midland, improved traffic flows on Great Eastern Highway. With Midland serving as a gateway to Perth from regional areas to the north and east, commuters were now able to drive through Midland more easily to other metropolitan areas.

In the 1980s, Midland Gate Shopping Centre and the Centrepoint Shopping Centre were constructed and flourished on the increasing traffic passing through the town centre at the expense of the old town centre.

The main street and residential areas started to decline and investment in the future of the area was limited.

In 1994, the Western Australian Government closed the Railway Workshops resulting in the loss of one of the main economic drivers in the region, further compounding Midland's problems.

### THE 1997 CHARRETTE

In 1997, the Shire of Swan (now City of Swan) in conjunction with the then Ministry for Planning (now Department for Planning and Infrastructure) conducted a Charrette (community interactive intensive planning and design process) to look at the revitalisation of the Midland area. The Charrette gathered hundreds of local residents to work with a diverse design team to consider all of the issues facing Midland and the various opportunities for the redevelopment of the area.

During the Charrette, several issues were identified within the City Centre including:

- Midland had become a dying industrial town following the closure of the Railway Workshops in 1994. Property values and business prospects were low with widespread apathy and disunity amongst the community. Social problems and a lack of vitality around the City Centre resulted in a somewhat unsafe and unpleasant public realm;
- Major urban structure problems had resulted including congestion and circulation problems resulting from increased traffic flows through the City. Main roads and the railway had divided Midland into isolated pockets which were unable to synergise, or interact with each other;
- The closing off of Great Northern Highway deprived local businesses of custom which in turn benefited and contributed to the growth of Midland Gate Shopping Centre. Midland Gate's growth at the expense of the existing main street shopping strip resulted in an over supply of retail yet not enough population within the overlapping catchments to support both; and
- A lack of a future vision for Midland.

The Charrette process explored a vision of a renewed Midland where the Town Centre is a vital, safe and attractive

area, bustling with many more residents, workers and shoppers, where all the formerly isolated parts of Midland are integrated with a high level of connectivity and where the "hidden" assets of Midland are highly accessible and celebrated.

The Charrette resulted in indicative ideas to guide the future redevelopment of Midland. The plan incorporated various proposals in and around the City Centre to act as catalysts for the revitalisation of the area.

With regards to the City Centre itself, the proposals identified broadly included:

- A new native habitat park and tourism residential development linking the Swan River with the City Centre (referred to as Woodbridge Landing);
- Various infill development around the City Centre including mixed-use development along Stafford Street and the Midland Oval;
- Redevelopment of Tuohy Gardens and Midland Enterprise Centre, Carnegie Park and the City of Swan Administration Centre;
- Expansion of Midland Gate Shopping Centre (comprising a boutique department store) towards the traditional town centre to better link with it;
- Residential infill along Railway Parade;
- Extension of Helena Street to the Railway Workshops;
- Redevelopment of the Midland Train Station, Park & Ride and Centrepoint Shopping Centre incorporating a realigned Victoria Street, mixed-use development along Helena Street, a redeveloped train station and new retail development;
- The conversion of Great Eastern Highway and Victoria Street one-way roads into a two-way system; and
- Redevelopment of the former Railway Workshops site as a mixed-use urban village to complement the existing town centre.





### BETWEEN THE CHARRETTE AND THE EBD

Following the Charrette, the Government Property Office undertook a feasibility analysis assessing the viability of developing the Midland Railway Workshops. Concurrent to this, the City of Swan held workshops on implementing the Midland City Centre components of the Charrette and partnered with the Department of Housing and Public Works to revitalise Midvale.

In 1999, the Western Australian Police Service committed to establishing its Communications Centre headquarters on the Railway Workshops site.

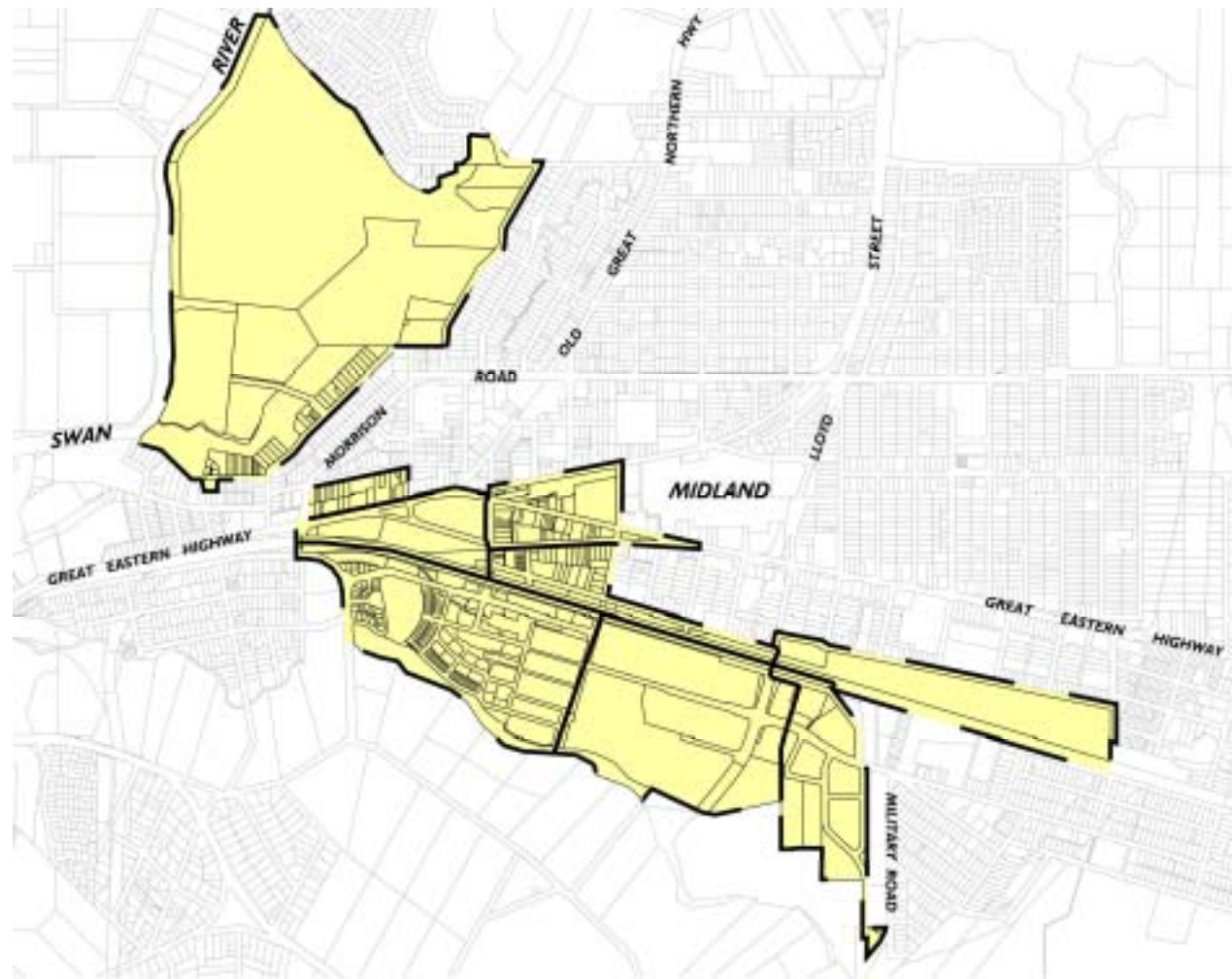
In January 2000, with the full and active support of the local community, business groups and the City of Swan, a Redevelopment Authority was formed to undertake and manage the redevelopment of approximately 150 hectares of land to the south and north-west of the City Centre.

### THE MIDLAND REDEVELOPMENT AUTHORITY (MRA)

As provided under the Midland Redevelopment Act 1999, the functions of the MRA are to plan, undertake, promote and coordinate the development of land in the redevelopment area defined under the Act.

The redevelopment area comprises parts of the City Centre, the Western Australian Meat Industry Authority saleyards, Western Australian Government Railways landholdings and portions of Viveash and Woodbridge abutting the Swan River. The remainder of the City Centre remains under the planning control of the City of Swan.

One of the first major planning tasks of the MRA was to develop a viable plan for the Railway Workshops from the outcomes of the 1997 Charrette. The MRA conducted an Enquiry-by-Design workshop to retest and refine the Charrette outcomes and produce a Draft Concept Plan. This Draft Concept Plan was finalised and adopted by the MRA in August 2000.



*Midland Redevelopment Area*

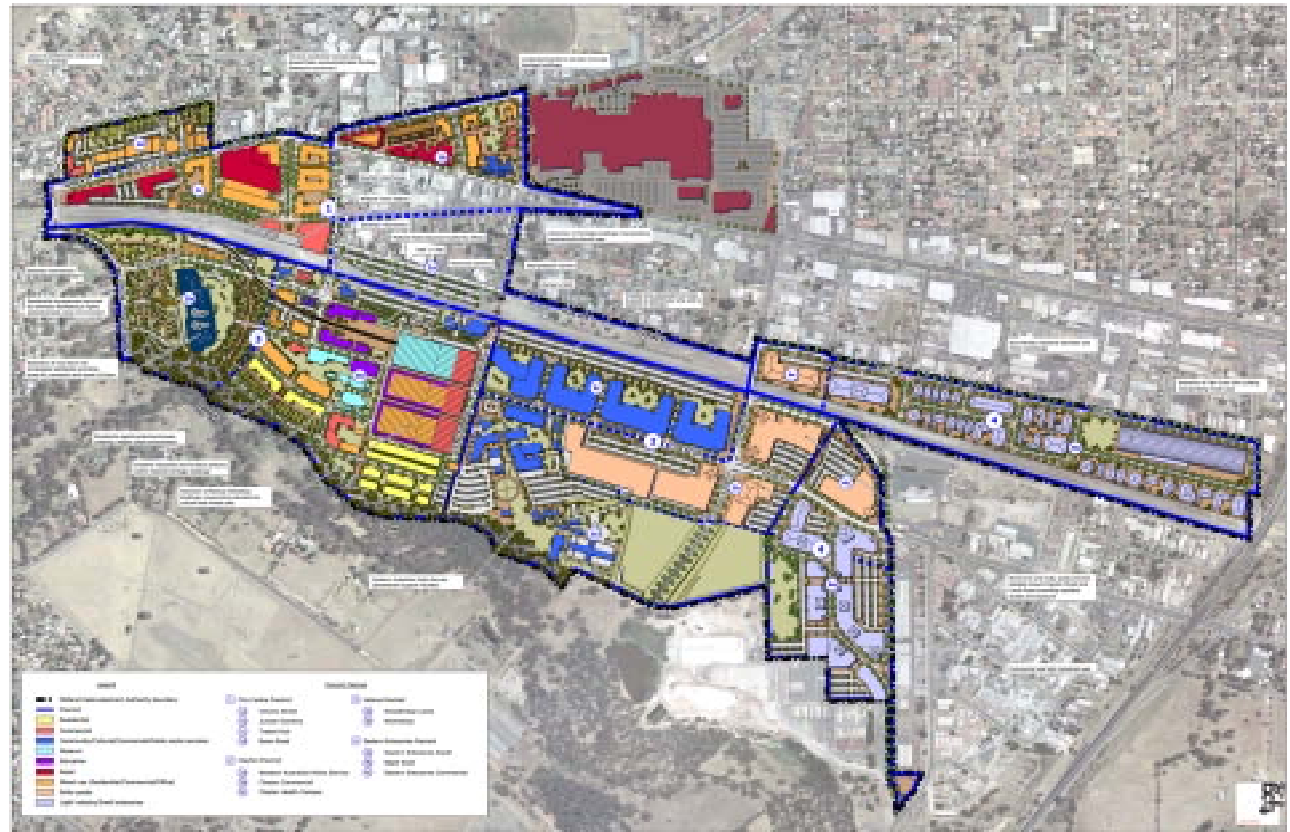
### Midland Concept Plan 2010

In 2005, the MRA prepared Midland Concept Plan 2010 to guide the redevelopment of the portion of the City Centre under its planning control for the next 5 years.

Midland Concept Plan 2010 built on previous planning outcomes of the 1997 Charrette and the August 2000 Draft Concept Plan. The Plan reflected findings and recommendations from various studies that had been undertaken relating to issues affecting the Railway Workshops site, as well as reflecting the major infrastructure works and site remediation that had occurred in the area to date.

The Concept Plan aimed to improve the amenity and sustainability of the area whilst meeting the demand for a project that will provide a financial return to assist in funding the revitalisation of Midland.

The Concept Plan identified a number of precincts, each with its own character and predominant land use. Mixed use precincts (incorporating higher density residential) were proposed around the Midland Transit Station and City Centre. The heritage buildings of the Railway Workshops were proposed to be adapted to house education and cultural uses set amongst a new urban village with vibrant spaces. A commercial precinct incorporating large format retail in a highly accessible location to the region and a light industrial area that complements existing surrounding development were proposed around the new Lloyd Street link between Great Eastern Highway Bypass and Clayton Street.



MRA Midland Concept Plan 2010

## MAJOR CITY OF SWAN AND MRA ACHIEVEMENTS SINCE THE 1997 CHARRETTE

Since the Charrette several major achievements and initiatives have occurred which have contributed to a renewed Midland.

### 'Invisible' Advances

Several 'invisible' advances have occurred as a result of cooperation and investment by public and private sector organisations. These advances have allowed for and will continue to facilitate new redevelopment and revitalisation opportunities. These include:

- A reduction in the ANEF<sup>1</sup> contours associated with the future expansion of Perth Airport over the Railway Workshops site allowing residential development to occur;
- Remediation of the Railway Workshops site has progressed allowing the site to be redeveloped for non-industrial uses; and
- Extensive civil engineering including the provision of underground utilities for future redevelopment;
- The preparation and endorsement of the Swan Regional Riverside Park (SRRP) Masterplan by the City of Swan in May 2005, which aims to turn the parklands into a major environmental, educational and cultural showpiece. The SRRP Masterplan has been endorsed by the WAPC (in 2006) and the Swan River Trust (in 2007). The City of Swan is currently working on implementation of the SRRP Masterplan. A feasibility study for an indigenous environmental centre within the SRRP is almost complete; and
- The preparation and endorsement of a Masterplan of the Midland Oval Precinct by the City of Swan Council in early 2007. The next stages of the project include feasibility assessment and the preparation of structure plan, development contribution plans and detailed area plans to facilitate actual development.

<sup>1</sup>Australian Noise Exposure Forecast (ANEF) contour plans indicate anticipated aircraft noise levels associated with current and/or future aircraft flight paths. ANEF contour plans are used in the planning of land uses in the vicinity of airports within Australia. Sensitive land uses (such as residential) are generally precluded from areas subject to high aircraft noise levels.

### Visible Achievements

The above 'invisible' advances have allowed for several visible achievements to occur including new parks, streetscapes as well as new buildings for residential and business uses. These include:

- Helena Street has been extended over the railway line into the Railway Workshops site;
- The extension of Keane Street through to Great Eastern Highway from The Crescent with new mixed use development and landmark buildings proposed at street corners (a number of which are currently under construction);
- The construction of Yelverton Drive/Clayton Street through the Railway Workshops site;
- The establishment and development of the Western Australian Police facility on the Railway Workshops site;
- The development of the high quality Woodbridge Lakes housing estate around the historic Coal Dam;
- The development of a 'lifestyle' large format bulk retail precinct ('Midland Central' & Harvey Norman);
- Tuohy Gardens and the Midland Enterprise Centre have been redeveloped. A new park (known as Juniper Gardens) has been developed adjacent to the retained Midland Junction School heritage buildings. The Crescent has been developed as a shady boulevard street with active ground floor uses and upper floor residential townhouses;
- Carnegie Park has been redeveloped as an attractive City Centre open space;
- Midland Gate has been expanded to front onto Cale Street; and
- Significant public art installations throughout the area.

### Current Initiatives

In addition to the above achievements, several initiatives are currently underway which include:

- A commitment by the State Government to developing the first stage of a new regional health facility (hospital) on the Railway Workshops site by 2012 which will comprise a 330 bed hospital offering a

comprehensive range of medical services including a 24 hour emergency department and critical care unit, as well as general/day surgery, paediatrics, orthopaedics, gynaecology and maternity services;

- Planning and redevelopment including environmental remediation of the southern portion of the Railway Workshops site along the Helena River for residential terrace style housing and apartments, which is due to be released to the market in the first half of 2008;
- A review of the Midland Parking needs which will lead to the preparation of a new Parking Strategy;
- The preparation of the Midland Triangle Conservation Precinct Plan;
- The preparation of the Midland Playing Fields Review and City wide Public Open Space and Community Facilities Strategy;
- The preparation of the Midland as well as City wide Arts and Cultural Infrastructure Feasibility Plan due for completion by September 2008;
- Further analysis of the Midland Land Use Demand Assessment (October 2005); and
- A sustainability appraisal of the MRA Masterplan.

## INTERLOCKING CHALLENGES AND OPPORTUNITIES

The EbD identified several key challenges and opportunities which face Midland. Generally these challenges and opportunities are considered to be interlocking, that is they all need to be dealt with together as they are functionally connected. Only focussing on one challenge or opportunity will not revitalise Midland to its full potential.

Outlined below are the key challenges and opportunities identified at the Scoping Workshop and which inform the EbD proposals presented in this report.

### OUTSTANDING IMPEDIMENTS

Several impediments previously identified in the Charrette are still considered relevant today. These are described below.

#### Partially Remaining Stigma and the ‘Chicken and Egg’ Challenge

To an outsider on a first visit to Midland it would be evident that the City Centre has the form of many great Australian towns with a network of apparently well connected streets and a wealth of historic buildings forming strong urbane streets often lined with trees.

On closer inspection it is evident that the streets are not as well connected or urbane as first thought due to the existence of one way road systems and closed streets as well as streetscapes in parts of the City Centre which are lacking in amenity. Verge trees do not extend to all streets or all the way along streets.

People seem to be in short supply in the public realm as there are few major retail shops facing the main streets and insufficient employment. Students, young people and residents are virtually non-existent in the City Centre as public facilities (such as hospitals) are located out of the City Centre with the few houses in the City Centre used by business. There is an emerging residential apartment element currently underway.

A visit to the local suburbs to the east of the City Centre shows little higher level investment with large lots being subdivided for unit accommodation. Towards the west adjacent to the Swan River and Helena River foreshore areas,

some higher level of investment has occurred however there is surprisingly little connection and celebration with the river foreshore areas.

Midland has many of the basic qualities which Fremantle had prior to the America’s Cup. Before the Cup, Fremantle’s markets provided some attraction to the area however other establishments such as the local hotels and public spaces were not bustling with people. The America’s Cup changed Fremantle because it overcame the lack of investment and the residual port stigma Fremantle had.

Midland is faced with a similar ‘Chicken and Egg’ scenario. Midland is experiencing a process of change. Although it has come a long way since the closure of the Railway Workshops, several small but highly visible challenges remain and which are hindering the levels of investment desired for Midland to unleash its full potential. Unfortunately the challenges are not static as while Midland languishes, countless investment opportunities are lost to other towns and areas, not only in the private sector but the public sector as well. In particular, the beach lifestyle afforded by new residential estates along the coast has focussed investment away from inland areas.

The challenge for Midland then is to ensure high quality development and good decision making occurs, continually building on past successes to the point where this perception of Midland is transformed once and for all. Some of the key challenges which need to be addressed and action undertaken with faith in the future are outlined below.

#### Parts of Public Realm Still Unattractive, and Visible Social Problems

Whilst there are some streets of high visual amenity with reasonable levels of perceived pedestrian safety, many parts of the City Centre’s public realm are of poor quality and are perceived as being relatively unsafe. A lack of quality streetscape enhancements (such as trees and footpaths) together with building frontages, that either provide little or no casual surveillance of the public realm, have created an unsafe and unattractive environment that does not encourage pedestrian walkability.

The quality and level of perceived safety afforded by the public realm is crucial to ensuring an active, vibrant, safe pedestrian environment that offers opportunities for activities such as walking and social interaction which in turn supports the economic development of the City Centre. In addition to

providing streets with attractive streetscape enhancements to encourage pedestrian walkability, buildings should address streets with windows and entrances and clearly define the public/private realm, increase casual surveillance and thereby enhance actual and perceived pedestrian safety and security. [For further information, refer to the “Midland Public Life and Public Spaces Report” (MRA, 2006)].

#### Freight Rail through City Centre

The freight rail line which bisects the centre of Midland poses a significant impediment to Midland’s revitalisation. The freight rail line limits the ability for the Railway Workshops redevelopment and existing parts of Midland to the north to properly integrate, resulting in a lack of connectivity and fragmented land use activity. Additionally, the segregation of buildings facing the railway from one side of the reserve to the other creates a wide dead zone.

Noise and vibration issues associated with the freight trains severely impact on the quality of the land along the rail reserve creating underutilised land with low land values.

The Urban Impact Freight Rail Study (2006) prepared by TPG identifies numerous benefits resulting from relocating the freight rail out of the City Centre including improved connectivity and visual amenity, improved value and opportunity of land use including Transit-Oriented Development (TOD) development, reduced noise and improved pedestrian and traffic safety and accessibility across the rail.

Realigning the freight rail out of the City Centre has several implications. Reservation and acquisition of land for a new alignment will need to consider the future redevelopment of the Perth Airport land and associated leases which constrain possible alignments as well as a need to coordinate grade-separated intersections on the Great Eastern Highway bypass. Although the Western Australia Planning Commission recently decided not to act to relocate the freight rail out of Midland based on a cost/benefit analysis, the City of Swan and the MRA see relocating the freight rail as a key success factor for the future of Midland and are continuing to pursue this opportunity.

#### One-way Pair

The Great Eastern Highway and Victoria Street one-way street network currently dominate the City Centre’s

movement network. These routes act as divisive one-way 'highways' that flush traffic through the City Centre with little benefit to it, thus contributing to the problem of too much "through traffic" and lack of balanced circulation within the Centre resulting in fragmentation of land uses and activity.

The one-way road network results in relatively circuitous vehicular movements which make getting around Midland difficult. The efficient high flow through route for vehicles using the one-way road network results in excessive pedestrian waiting times at signalised intersections, limited safe pedestrian crossings (such as traffic signals), poor local vehicular access and limited on-street parking opportunities for local businesses relying on pedestrian custom. This together with poor pedestrian comfort and safety results in a lack of vibrancy and economic prosperity for the City Centre generally.

The 1997 Charrette proposed to change the one-way road network into two-way streets comprising two lanes of traffic with parallel parking and street trees as well as signalling the intersections at William Street and Cale Street with Great Eastern Highway. This was intended to provide benefits for businesses along Great Eastern Highway and Victoria Street through providing more flexible and direct access, as well as enhancing pedestrian amenity and safety.

### Midland Gate

Midland Gate Shopping Centre draws pedestrian activity away from the public realm (streets) around it, weakening the overall appeal of the City Centre. Although the Centre generates a high level of activity within, the public realm does not benefit. Additionally the Great Eastern Highway and Lloyd Street frontages contribute to this problem due to the lack of development and pedestrian based activity along these streets.

Recent refurbishments to the Centre include new development along Cale Street, additional retail, a cinema complex and decked car parking along the Great Eastern Highway frontage.

The 1997 Charrette recognised that Old Great Northern Highway, Centrepoint Shopping Centre and Midland Gate Shopping Centre formed three retail attractors which were in competition with each other. The Charrette proposed new connections between each so that they reinforced the City

Centre. Expanding Midland Gate towards Cale Street and upgrading The Crescent has assisted with this.

### Multiple Ownerships

The City Centre has many diverse property ownerships comprising private and public sector landowners. This diverse ownership, although characteristic of any City Centre, has several implications when it comes to implementing new planning ideas and redevelopment proposals. This is particularly more pertinent when achieving a good outcome in a specific location requires cooperation by more than one landowner.

Typically each landowner will have their own intentions and timeframes regarding redevelopment of their properties. Landowner readiness is dependant on various external and internal factors such as property market cycles, the condition and/or ability of existing improvements to be used/re-used as well as their financial capacity to redevelop and desire to do so.

Accordingly, redevelopment plans and ideas which strive to achieve good urban design outcomes and development intensity that relate to land under fragmented ownership will require not only landowner co-operation but also pro-active local and state government leadership.

### Poor Urban Legibility and Accessibility

The legibility of the urban environment is an important consideration in determining how well visitors can access and move within a city centre. Legibility encompasses a range of components such as natural landmarks, views to places/buildings, the quality of the public realm as well as a clear and easily navigable street network.

Wayfinding in and around Midland for visitors is difficult and convoluted, due in part to the one-way street network which results in a lack of balanced traffic circulation within the city, as well as a low quality public realm which does not encourage pedestrian walkability between key nodes around the City Centre.

Improving and providing direct links between key activity nodes within the City Centre as well as improving the public realm between them is critical to ensuring the City is easy to access and understood by visitors.

### Lack of Exposure and Access to Swan and Helena Rivers

The Swan and Helena Rivers and associated parklands are located approximately 1.2 kilometres and 1 kilometre respectively from the City Centre. Despite their close proximity, they are currently difficult to access due to the lack of direct connections. Additionally the boundaries of these Rivers (with the exception of the portion of the Helena River abutting the Woodbridge Lakes and Workshops Village redevelopments) are lined by the backs of private property, instead of public streets, limiting casual and passive surveillance of these areas.

Improving and providing direct links between the City Centre and the Swan and Helena River environs as well as improving the interface along them with active uses and publicly accessible streets, will help to ensure that they are well used public assets which properly associate with the City Centre and form part of an integrated urban fabric. Improving links to the river environs as well as the redevelopment of the SRRP as a major environmental, educational and cultural showpiece will assist in promoting Midland's identity and providing a point of difference for visitors to Midland.

### Heritage Not Being Capitalised On

Midland has played a central part in the history of Western Australia since its colonial settlement. Midland has a heritage founded on its historical role as the centre of the State Government Railway Workshops. The *Heritage Strategy for the Midland Central Redevelopment Area* aims to preserve and enhance the cultural heritage significance of the Railway Workshop buildings and social history.

Midland's heritage includes several major civic buildings from the early 20th Century, developed to serve the rail industry community as well as mercantile buildings erected during the gold rush period. Additionally Midland's unique street layout, influenced by old rail alignments and its siting at the junction of several key regional roads as well as memorials, old wells and remnants of its industrial past also contribute to its heritage character.

The later part of the 20th Century was unkind to Midland as much of this heritage fell out of popularity and was often left to deteriorate. Many of the mercantile buildings were painted over or covered by hoardings and advertising. Other parts of the heritage fabric has since been built over or removed such

as the replacement of heritage light poles with standard suburban versions. Despite this however, Midland remains undeniably a heritage town.

This heritage gives Midland a form and character that is irreplaceable and unique, but which is too often not appreciated as a whole and each bit is seen as an encumbrance.

Celebrating Midland's heritage has the potential to give it a special appeal and lead to investment in restoration of elements and reuse of heritage buildings. Attracting further interest and investment in its heritage will further assist in Midland's economic revitalisation.

Midland has always been a base of the Swan Valley farming area. Properly restored and recognised it may regain this role in the future with the potential for hotels, restaurant and businesses supporting Swan Valley tourism.

## NEW CHALLENGES AND OPPORTUNITIES

Over the last 10 years since the Charrette, new challenges and opportunities have arisen, born by changes in economic, social and environmental influences at the global and local level. These should be considered as part of any future sustainable planning for the Midland area to ensure it continues to develop into an economically competitive, vibrant and liveable centre.

### Climate Change and Peak Oil

Climate change refers to the rise in global temperatures currently being experienced worldwide and which is expected to cause dramatic impacts on human and natural systems in the future.

This rise in global temperatures has been significantly influenced by the increased level of greenhouse gases emitted into the atmosphere from the continued burning of fossil fuels.

The concept of 'Peak Oil' refers to the instance where global oil production reaches its peak and then enters a permanent decline, unable to meet increasing demand. This is due to the world's population increasing whilst the available oil reserves diminish.

As modern industrialised economies are dependant on oil for transport, agricultural and industrial systems, life after Peak Oil is expected to fundamentally change how our societies operate.

These global pressures are demanding that our urbanism evolves quickly toward 'carbon neutrality' that is, reducing our reliance on fossil fuels and reducing greenhouse gas emissions so as to prevent induced global environmental and economic ruptures.

### Resources Boom and Resultant Construction Costs

The Western Australia economy has experienced unprecedented rates of growth in recent years due to an increased worldwide demand for the State's vast reserves of minerals, oil and gas. Analysts expect this boom to continue for several years.

Economic booms are traditionally accompanied by building booms and, with Australia's protected workplace and shortage of low cost alternative labour, the boom has led to increased costs in construction. This is exacerbated by the

demand for labour in the mining sector attracting people away from the building and construction workforce.

The Perth CBD, which suffered from an over supply of office space in the 1990's, has recently experienced significant commercial development investment as a result of the boom.

Given its relatively low land values Midland should be in an excellent position to benefit from the boom however rising building costs have become a major consideration for developers in recent years and have a significant influence on the viability or otherwise of new developments around the metropolitan area. This has been compounded recently by rising land prices, housing affordability issues and a slowing residential market.

Studies undertaken by the MRA to test the viability of various new development scenarios in Midland have concluded that the high risk associated with high buildings costs is leading investors and developers to focus on proven locations for new development such as the Perth CBD and prime locations where cost is not as price sensitive (e.g: beach-front areas).

The provision of new employment attractors (such as the proposed hospital) can assist in creating a demand for accommodation in Midland whilst adaptation of heritage buildings can provide unique lifestyle living opportunities for owner occupiers.

However, Midland remains an unproven market in an economy where there are many lower risk and higher return opportunities elsewhere.

Attracting developers who can combine low land cost with low construction costs to deliver entry level apartments, as well as those who can manage higher construction cost risk and provide for new lifestyle development opportunities, is essential to assisting with the continued revitalisation of Midland.

### Midland now 'Closer' to Perth

In 1997 when the Charrette was held, Midland's distance and accessibility from the Perth CBD in comparison to other areas meant that it was viewed as an outer suburban area. Midland lay a little bit beyond the unpopular older rail suburbs of Maylands and Bayswater and was perceived to have less attraction than neighbouring Guildford.

At the time, access to Perth from Midland was easier along Guildford Road compared to Great Eastern Highway which

has since been enhanced with the opening of the Graham Farmer Freeway in 2000. Connections to the coast and other metropolitan areas were not as good as they are now following the extensions of the Reid, Roe and Tonkin Highways through the Midland regional area.

Although Midland was situated at a rail terminus, the idea of developing around transit stations was not as well understood as it is now. The Subi Centro development at Subiaco, which has developed into an exemplar of development around a transit station, was in its infancy.

The idea that Mandurah 74 km south of Perth could become part of the urban area of Perth and a commuter suburb would have seemed unlikely.

10 years on Midland is now relatively closer to Perth and better connected to the region. From Perth, Midland is approximately 20 minutes by train (25 minutes by car). This compares to Armadale and Mandurah which are approximately 40-50 minutes away.

Midland is known for the suburbs of Woodbridge and Woodbridge Lakes as well as its proximity to the Swan Valley with the opportunity for development around a transit station now recognised.

New forms of retail (comprising large format retail with well known national chains) have located to the area whilst new cultural elements of the Perth Arts festival have been hosted in the City Centre.

An urban corridor reaching north to Ellenbrook on the west of the Swan Valley is envisaged to develop over the next few years combined with greater settlement in the hills area generally. This development together with new apartment buildings being progressively built along the Swan River in Maylands, Belmont and Ascot will invariably assist in drawing Midland 'closer' to the inner city areas.

Midland is set for an intense decade of investment and growth that will make it a central part of a predominantly north-south coastal oriented metropolitan area, relatively much closer to Perth than before albeit still the first and last station on the rail line.

### Transit-Oriented Development

TOD is a planning model that has emerged in response to issues associated with urban sprawl such as traffic

congestion, inefficient land utilisation and loss of a sense of community.

TOD promotes a mix of land uses within easy walking distance from a transit station (800m or a 10 minute walk). This mix of uses, combined with thoughtfully designed civic spaces, provides for a vibrant area where people can live, work and play. Such a place is compact in size, pedestrian friendly, incorporates fine-grained town centre uses, offers a wide variety of housing and transport options and has convenient access to business and community facilities.

TOD is an important model to achieving a liveable, vibrant and sustainable community that is less dependant on the private motor vehicle and responds to the issues of climate change and Peak Oil.

The Midland Train Station is unique in that it serves a dual role as the terminus for the suburban rail service on the Midland Line servicing the eastern metropolitan area and for intra-state rail services operating between Perth and the rural wheatbelt areas to the east, thus providing a point of origin and destination for residents and visitors.

As the Station's catchment is quite large, Midland is afforded an excellent opportunity to capitalise on the TOD initiative by intensifying the level of development around the Midland Train Station to cater for visitors from the eastern metropolitan and rural wheatbelt areas.

### New State/Regional Planning Directions

#### *Sustainability*

##### *State Sustainability Strategy (2003)*

Sustainability is a concept that has emerged over recent years following recognition of various environmental problems which have resulted from modern practices of economic development.

In 2003 the Western Australian State Government released the WA State Sustainability Strategy which aims to encourage government departments, communities and private business to contribute to sustainability.

Sustainability means meeting the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

This aspiration enables processes to be developed that provide mutually reinforcing outcomes that can benefit the economy, the community and the environment.

The Strategy presents actions across government that support the framework and will be implemented over a ten-year period and beyond. The Western Australian Government's six goals for sustainability that begin to illustrate how the principles of sustainability can start to be applied across the whole of government are set out below:

- Ensure that the way we govern is driving the transition to a sustainable future;
- Play our part in solving the global challenges of sustainability;
- Value and protect our environment and ensure the sustainable management and use of natural resources;
- Assist business to benefit from and contribute to sustainability;
- Plan and provide settlements that reduce the ecological footprint and enhance our quality of life; and
- Support communities to fully participate in achieving a sustainable future.

A number of partnership processes have been established to work through proposals and assist with developing the Strategy. The most significant was the State-Local Government Sustainability Roundtable, which explored opportunities for the state and local governments to work together to progress sustainability. This process was facilitated through seven workshops. A partnership approach with local government is integral to the implementation of the State Sustainability Strategy.

The priority areas in the State Sustainability Strategy are:

1. Sustainability and governance;
2. Contributing to global sustainability;
3. Sustainable natural resource management;
4. Sustainability and settlements;
5. Sustainability and community; and
6. Sustainability and business.



These priority areas closely match the focus of the City of Swan and the MRA and local partnerships in the community and business. In addition the Strategy, by inference, makes the revitalisation of Midland a priority as it addresses many of the actions. As such State government agencies are duty bound to assist in the revitalisation of Midland. Assistance from government agencies has been a significant part of the success of Midland over the last 10 years.

*City of Swan - State Government "Sustainability MOU"*

In October 2004, the City of Swan and the State of Western Australia signed a Sustainability Memorandum of Understanding (MOU) with the intention of working cooperatively at both strategic and project levels to achieve sustainable social, environmental and economic development in the City of Swan.

The practical outcomes sought by the City of Swan and the Government of Western Australia in the execution of the MOU include:

- Ensuring a continued focus on achieving sustainable outcomes that contribute to the maintenance and enhancement of environmental, social, cultural and heritage values of the City of Swan, are reflective and responsive to the rapid growth and diversity of the City of Swan as an outer metropolitan authority and maximizing the benefits for the City of Swan, the region and the State;
- Adherence to an agreed framework for planning and working together through effective communication, consultation and cooperation; and coordination of resources, in the planning and delivery of agreed priority initiatives; and
- Adherence to agreed protocols for liaison, consultation and collaboration between the State Government, State agencies and the City of Swan.

The MOU identifies the following sustainability principles:

- A successful transition to a sustainable future for the State of Western Australia;
- A practical and distinctive Western Australian contribution to global sustainability;
- Balancing the best use and protection of our natural environment;

- Vital towns and cities for all Western Australians;
- Strong, well-informed and engaged communities; and
- Integrated planning and systems that facilitate sustainable economic growth.

*MRA Sustainability Appraisal*

As part of its ongoing commitment to sustainability, the MRA in 2007 engaged ARUP to undertake a sustainability appraisal of the redevelopment project and current planning initiatives. The appraisal used the Sustainable Project Appraisal Routine (SPeAR®) tool developed by ARUP. SPeAR® appraises and graphically illustrates a project's core strengths, allowing the performance of key elements regarding environmental, social, economic and natural resource impact to be optimised. The assessment provides benefits by directing the design and decision making process and demonstrating the overall sustainability performance to relevant stakeholders.

The appraisal states "in its current form MRA's planning and design intent in the Midland Metro Concept Plan 2010 exceeds best practice (Australian) standards on most indicators and performs leadership status in Social Responsibility, Land Use efficiency and Economic Viability cherishing heritage value and generating future benefits to the existing and future communities of Midland. Increased focus is recommended in the efficient consumption of natural resources and further attention for protection of the environment".

The MRA are committed to further improving performance across the environmental, social, economic and natural resources elements.

*EbD Sustainability Objectives*

In line with the objectives of the above-mentioned sustainability strategies and commitments, several sustainability objectives were identified during the Scoping Workshop to guide the EbD and the implementation of future plans. These objectives, which are embedded within the EbD outcomes, include:

*Midland - A Desirable Destination*

- Develop a strong identity;
- Provide a safe community;
- A major employment centre;

- A place people choose to live: a residential hub; and
- A visitor/tourist attraction.

*Midland - Diversity*

- Develop a mixed use city centre;
- Foster a high degree of self containment; and
- Need to attract the Y-generation.

*Midland - Walkability*

- Streets and spaces are desirable for walking and cycling; and
- North south linkages firmly established.

*Midland - Productive Capacity (and Asset Utilisation)*

- Generator of employment;
- Regional health campus;
- A business and education hub; and
- Heritage and culture celebrated.

*Midland - Environmental Repair and Enhancement*

- Removal of contamination;
- Rehabilitation of river foreshores;
- Provision of significant riverside and urban parks; and
- High amenity street environments.

*Midland - High Public Transport Use*

- High patronage on train and bus services;
- A major destination and point of origin;
- A new train station; and
- Transit Oriented Development.

*Midland - Sustainable and Local Resource Use*

- Substantial reduction in carbon emissions through energy efficiency and use of renewable energy;
- Improved water efficiencies;
- Use of local materials; and
- Recycling expanded.

*Midland - Managed Traffic and Parking*

- Traffic calming;
- Improved legibility and access; and

- Adequate decked parking.

#### Midland - Density

- Inner city residential population of 6,000 – 8,000 in 10 years.

#### Network City

Network City: Community Planning Strategy for Perth and Peel is the result of a community consultation process known as “Dialogue with the City” which involved the community in the future planning of the greater Perth metropolitan region.

The Strategy highlights key elements for the future planning of the Perth, Peel and Murray regions. Within each element are strategies and actions that will enable the planning objectives for the Perth and Peel regions to be achieved between 2004 to 2030.

The key objectives of the Strategy are:

- Deliver urban growth management;
- Accommodate urban growth primarily within a Network City pattern, incorporating communities;
- Align transport systems and land use to optimise accessibility and amenity;
- Deliver a safe, reliable and energy efficient transport system that provides travel choice;
- Protect and enhance the natural environment, open spaces and heritage;
- Deliver for all a better quality of life, building on our existing strengths;
- Plan with the communities;
- Ensure employment is created in centres;
- Deliver a city with ‘urban’ energy, creativity and cultural vitality; and
- Provide a city plan that will be implemented, provide certainty and deliver results.

The major elements of Network City include:

- *Activity centres* are locations where a range of activities are encouraged. Employment, retail, living, entertainment, higher education, high level or specialised medical services are just a few such activities.

- *Activity corridors* are connections between activity centres that provide excellent, high frequency public transport to support the land uses that will occur along the activity corridors and at the activity centres. Activity corridors are not designed to be high-speed through traffic routes.
- *Transport corridors* provide routes for higher speed through traffic, in particular truck routes, express bus services, and are the routes that traffic will take for inter-suburban travel.

Network City identifies Midland as a major *Activity Centre*, located at the end of a primary *Activity Corridor* (being the Perth-Midland rail line/Guildford Road/Great Eastern Highway).

Within a regional context, the Great Eastern Highway Bypass, Roe Highway and Reid Highway serve as the primary regional arterial roads facilitating the efficient movement of high-speed traffic through the region and to the broader metropolitan region via connections with other major metropolitan regional highways. These routes are appropriately identified under Network City as *Transport Corridors*.

For these reasons, the current function of the Great Eastern Highway/Victoria Street one-way pair facilitating high-speed through traffic through the City Centre is inappropriate and undermines the role and function of the Great Eastern Highway Bypass, Roe Highway and Reid Highway network.

The development of Guildford Road/Great Eastern Highway as an Activity Corridor and Midland as a Major Activity Centre will be optimised if the one-way pair is converted to a two-way slower speed environment.

Given these Network City considerations, Midland can expect a significant level of State Government policy and funding support to achieve these outcomes.

#### Population Targets and Retail Demand

Midland is classed as a Strategic Regional Centre under the WAPC’s Metropolitan Centres Policy. This class of centre is the highest order outside the Perth Central Business District serving as the main regional multi-purpose and employment centre, providing a full range of regional shopping, office, administrative, social, entertainment, recreation and community services.

The City of Swan’s Commercial Centres Strategy prepared in 2004 and adopted as a planning policy under the City’s Town Planning Scheme, provides the basis for the planning and development of commercial centres within the City for the next 15 years.

The Supplementary Report which was prepared to support the Strategy identifies existing floorspace and workforce within the Centre as at 2001 as follows:

- Shop retail: 73,657m<sup>2</sup>
- Other retail: 28,883m<sup>2</sup>
- Office: 57,915m<sup>2</sup>
- Vacant Floor Area: 21,674m<sup>2</sup>
- Other: 44,475m<sup>2</sup>
- Total floorspace: 226,604m<sup>2</sup>
- Total work force: 6270 persons.

The Supplementary Report stipulates a shop/retail floorspace demand of 87,547m<sup>2</sup> NLA by 2016 and 107,381m<sup>2</sup> NLA ultimately. The Strategy however imposes a 80,000m<sup>2</sup> NLA limit on the Midland City Centre in accordance with the WAPC’s Metropolitan Centres Policy.

With regards to non-retail floorspace, the Metropolitan Centres Policy stipulates that Centre Plans prepared for regional and district centres should aim to allocate not less than 20 per cent of the total floorspace for office and community uses.

Australian Bureau of Statistics (ABS) Census data indicates that the Midland Strategic Regional Centre (being for the purposes of the EbD, the area generally bound by William Street to the west, Morrison Road to the north, Lloyd Street to the east and the Helena River to the south) had a resident population of approximately 550 people as at 2006 ([www.abs.gov.au](http://www.abs.gov.au)). The inner Fremantle area (north of the Old Fremantle Prison/Fremantle Hospital and west of Ord Street/Hampton Road) by comparison has a resident population of approximately 1850 people as at 2006 ([www.abs.gov.au](http://www.abs.gov.au)).

The Scoping Workshop identified a target population for the Midland City Centre area of 6000 residents and a target workforce of up to 18,000 jobs by 2017.

## WHAT IS AN ENQUIRY BY DESIGN, AND WHY DID WE DO IT?

An Enquiry by Design (EbD) is an intense planning exercise held over several days, which involves bringing together a design team of community members and professionals to establish ideas and principles and prepare indicative design concepts to guide future planning and development.

The outcomes of an EbD are typically non-binding, with design concepts produced still being subject to normal statutory planning processes.

The MRA and the City of Swan agreed to undertake an EbD for the purpose of developing a plan for the Midland City Centre which builds upon past planning and revitalisation work since the 1997 Charrette and which identifies the way forward for the next 10 years. An EbD was considered as the most effective approach to achieve this given that:

- The 1997 Charrette set a basic direction that is still fairly widely supported and being implemented;
- Midland needs to have a strategy to deal with emerging opportunities and threats; and
- It would engage key stakeholders to identify Midland's key issues of importance as well as provide an opportunity to create a vision and explore innovative proposals for the future of Midland.

### SCOPING WORKSHOP

Prior to the EbD, a Scoping Workshop was held on the 1st August 2007 at the MRA offices to scope the challenges for Midland over the next 10 years. The workshop brought together representatives from the City of Swan, the MRA (and its consultants) and State government stakeholders to identify a range of strengths, weaknesses, opportunities and threats. It also included a briefing and consultation session with members of the Midland community.

The outcomes of the Scoping Workshop formed a brief for the EbD including identifying a number of key issues for consideration, including:

- Making Midland a destination and attracting people who can choose to live anywhere;

- The 'One Way Pair' of Great Eastern Highway and Victoria Street facilitate the movement of vehicles through the City Centre and do not favour local traffic;
- The City Centre suffers from poor traffic circulation generally;
- There are a number of low intensity land uses within the City Centre as well as a lack of intensive residential development;
- Morrison Road is a high speed traffic environment, which is used as a popular short-cut through the City Centre, creating a divide between the City Centre, Woodbridge and surrounding neighbourhoods;
- The Midland Health Campus and planning for its future, including the integration of car parking, access, preferred development form in relation to surrounding area as well as existing surrounding land uses which do not capitalise being within close proximity to the Campus;
- The former Midland Primary School and planning for its future, including opportunities for redevelopment of the site and new roads to assist with improving the City Centre's circulation;
- The Midland Gate and Centrepont Shopping Centres currently afford little external amenity and are single use developments which concentrate retail activity within the City Centre;
- Whether the proposed plans for the Midland Oval Precinct provide sufficient higher density development and whether the proposed parking stations are suitable in light of other City Centre parking opportunities;
- The freight rail line limits the ability for the Railway Workshops redevelopment to the south and existing parts of Midland to the north to properly integrate, resulting in a lack of connectivity and fragmented land use activity;
- The ability to achieve effective transit oriented development for the City Centre is subject to resolution of planning for the Midland Train Station and Centrepont Shopping Centre area which includes consideration of landowner operational requirements

and development timeframes, effective integration of public transport and parking provision; and

- Review existing planning for the Railway Workshops to ensure the site's potential is maximised in the context of the site's existing heritage buildings and TOD objectives.

A detailed report of the outcomes of the Scoping Workshop is available from the Midland Redevelopment Authority or the City of Swan.

### THE EBD WORKSHOP

The EbD workshop was held between the 19th and 25th October 2007 at the offices of the MRA. The EbD comprised representatives of State government agencies, selected land owners, elected officials, consultants, the City of Swan and the MRA, who were formally invited to participate.

Over the first few days of the EbD, cross-disciplinary teams of approximately 8 people each (including a highly experienced designer/facilitator and relevant key stakeholders) worked together to test by design key opportunities, principles and objectives identified from the Scoping Workshop. The subsequent few days involved representatives from the City of Swan, the MRA and consultants resolving the evolving designs and initiatives.

These designs and initiatives were then presented to the public on the evening of the concluding day at the Midland Town Hall. Key stakeholders involved in the design exercise, the local Member of Parliament and the Minister for Planning and Infrastructure also attended the presentation.



*Scoping Workshop*



## INTRODUCTION TO PART 2

### INTERLOCKING SOLUTIONS FOR INTERLOCKING CHALLENGES AND OPPORTUNITIES

#### City Wide Proposals and Precinct Indicative Plans

The EbD revealed a range of design responses and initiatives to assist in revitalising Midland. Some of the designs updated previous plans to bring them in line with new ideas and technology as well as Midland's emerging importance and the advent of new investment. Some of the designs are entirely new proposals which can be integrated into the planning of Midland to create a world class TOD/Activity Centre.

These designs have been classified into several broad area wide proposals. For example, city streetscape improvements which affect the whole of City Centre generally as well as specific, detailed indicative plans for various precincts (or sites) within the City Centre.

Each of the broad city-wide proposals and detailed indicative plans have been discussed using the following structure:

#### Proposal Overview, Influences and Objectives:

An overview of the Proposal/Precinct is provided as well as a description of specific background issues and design objectives as they relate to the Proposal/Precinct.

#### The EbD Indicative Design:

An Indicative Design Concept is then presented including a detailed overview of each plan's specific design principles. The plans and ideas are indicative only and are intended as guides and benchmarks for future development. The plans and ideas require further investigation in terms of constraints, planning, community consultation and detailed feasibility analysis.

#### Project Guiding Principles:

Project Guiding Principles have been defined for each Proposal/Precinct which are intended to guide detailed planning undertaken at a future date. These should be complemented by putting in place controls over development to ensure it responds to the intent.

#### Key Actions Arising:

Key actions arising for implementing the proposals are also presented.

It should be noted that the designs presented in this report represent one of several ways of addressing the interlocking challenges and opportunities described earlier and the specific precinct influences described under the individual Proposal/Precincts. It is recognised that alternative design responses may be developed in the future. Alternative design responses should comply with the project guiding principles.

The outcomes presented in this report represent the key areas of major intervention explored during the EbD. Where a property does not have a concept proposed over it, it is intended that the principles and recommendations identified within the indicative design, project guiding principles and key actions for a Precinct would generally apply.

In any case, further testing and design will be needed prior to implementation of any public or private development proposals.

## CITY CENTRE PLAN

### INTEGRATED CITY CENTRE PLAN

The integrated City Centre plan identifies all of the EbD proposals, demonstrating how each inter-relates with the other. The plan, which shows only key areas of major intervention explored during the EbD, reflects the vision for the whole of the City Centre and is indicative of how the City Centre could develop over the next 10 years. Although there are several proposals which affect the whole of the City Centre, there are also precinct/site specific proposals. Whilst these precinct/site specific proposals collectively will contribute to enhancing the City Centre and making Midland a vibrant, safe and attractive place to live, work and visit, they are independent of each other, thereby allowing each one to be prioritised and implemented when landowners, community and business are ready to do so.

It should be noted that there are many other opportunities for enhancement and development that should be welcomed on merit to assist with Midland's revitalisation. The redevelopment opportunities within the City Centre should not be limited to those identified in this report.



*Integrated City Centre Plan*

## CITY WIDE PROPOSALS

### URBAN AMENITY DRIVEN REVITALISATION PROPOSALS

#### Proposal Overview, Influences and Objectives

*"No urban area will prosper unless it attracts those who can choose to live wherever they wish". (Source: Jonathan Barnett).*

This quote describes those who are highly skilled and in the creative workforce who demand both natural and urban amenity where they live, work, and recreate.

One of the key underlying principles behind all of the EbD proposals is a need to enhance urban amenity which in turn will assist with the continued revitalisation of the City Centre.

Providing a high quality urban environment that is comfortable and safe for pedestrians, will ensure the City Centre becomes a vibrant and welcoming place that invites people to stop and enjoy the experiences and which is loved by citizens and visitors alike.

Urban amenity-driven revitalisation proposals identified include:

#### **Improve Public Realm**

Whilst there are some streets and public areas of high visual amenity with reasonable levels of perceived pedestrian safety, many parts of the City Centre's public realm is of poor quality and perceived as relatively unsafe. A lack of quality streetscape enhancements (such as trees, footpaths, underground power), together with building frontages that either provide little or no casual surveillance of the public realm, have created a relatively unsafe and unattractive environment that does not encourage pedestrian walkability.

The quality and level of perceived safety afforded by the public realm is crucial to ensuring an active, vibrant, safe pedestrian environment offering opportunities for activities such as walking and social interaction which in turn supports the economic development of the City Centre.

#### **Provide for Climate Responsive Design**

Midland experiences a climate characteristic of the wider Perth metropolitan region however, as it is situated approximately 25 kilometres inland, it often does not experience the cooling effect of the sea breezes which provide relief from the hot easterly breezes that prevail during the summer months. This local climatic condition together with a built environment that lacks shade and protection from the elements means that walking around Midland is often a hot and uncomfortable experience for pedestrians.

Addressing this local climatic condition requires providing shade trees along footpaths and urban public spaces, as well as encouraging new buildings to provide appropriately sized awnings and shade structures over footpaths.

#### **Provide for Continuous Activity, Passive Surveillance and Residential Presence**

Buildings should address streets with windows and entrances, clearly define the public/private realm and increase casual surveillance thereby enhancing actual and perceived pedestrian safety and security.

New mixed use development should be encouraged to provide activity at street levels with residential on upper floors to assist with creating day and evening activity.

The City Centre currently has very little residential development, with existing residential development in the area typically comprising relatively low density and detached dwellings. Although the area is zoned favourably to allow residential development to occur, various issues (such as low employment, safety/security, poor public realm amenity) has resulted in the area being perceived as being unattractive to live in, resulting in little investment in the area.

Attracting more residents into the City Centre is critical to breathe life and vitality into the area's streets and businesses as well as provide for improved day and evening security through casual surveillance.

#### **Project Guiding Principles**

Future planning for enhancing the urban amenity within the City Centre should be guided by the following guiding principles:

- Provide for high quality landscaping to public areas which provides for a comfortable pedestrian environment;
- Encourage new buildings to address public areas with major openings and entrances as well as provide shade awnings/structures to footpaths;
- Promote a range of fine grained uses (a series of individual activities or shopfronts) in new buildings that provide ground floor activity to occur during the day and evening;
- Encourage upper floor residential uses to new development; and
- Undergrounding of power and streetscape improvements.

#### **Key Actions Arising**

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles.

Additional specific implementation tasks include the following:

- The City of Swan and the MRA will need to ensure appropriate planning controls are in place to achieve the desired built form principles identified under the Project Guiding Principles; and
- With regard to streetscape and public realm improvements, a City Centre Streetscape and Public Open Space Plan should be prepared by the City of Swan and MRA. Areas in need of attention can be identified and funding allocated for their improvement as part of a City wide public realm improvement plan.



## IDENTIFYING THE ENTRIES TO THE CITY CENTRE

### Proposal Overview, Influences and Objectives

Entry statements to town and city centres assist in enhancing the legibility of an urban area, wayfinding and place definition as well as creating a sense of arrival to an area. Entry statements, which can be natural (such as crossing a river or mountain pass) or man-made (such as formalised signage, landscaping treatments or changes in built form and character), are generally experienced on major approach routes into an urban area, such as along major regional roads or at transit nodes.

Midland's major entry points into the City Centre are poor and do not define the entrance to the City Centre resulting in a poor first impression of the City. Approach routes along regional roads as well as the entrance/exit points of the Midland Train Station building, do not provide for any form of entry statement which identifies and celebrates the City Centre as you arrive.

### Project Guiding Principles

Future planning for entry statements within the City Centre should be guided by the following guiding principles:

- Identify and enhance the major entrances to the City Centre and design these to welcome visitors to Midland as well as encouraging through traffic to take alternative routes.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following:

- The City of Swan and the MRA to prepare a strategy which identifies key entrances to the City Centre and strategies and actions to enhancing them incorporating built form, landscaping and road design elements.

## LINKING NORTH AND SOUTH OF THE RAILWAY

### Proposal Overview, Influences and Objectives

As described previously, the freight rail line which bisects the northern and southern parts of the City Centre severely limits the ability for the different activity areas either side of the rail line to properly integrate and synergise.

Realigning the freight rail out of the City Centre will provide significant benefits including facilitating pedestrian activity and movement between activity nodes north and south of the rail without the physical and perceived restrictions which currently exist.

Notwithstanding the issue of relocating the freight rail, the number and quality of efficient crossing points across the rail is still limited.

Currently there are three level crossing points, being (from west to east) Morrison Road (Amherst Road), Helena Street and Lloyd Street. The distance between these points is approximately 650 metres between Morrison Road-Helena Street and 1 kilometre between Helena Street - Lloyd Street.

The Helena Street crossing and extension south of the railway is a recent achievement (as described previously) and is a major success in ensuring better integration of the Railway Workshops with the City Centre areas north of the rail.

The existing Lloyd Street level crossing is not ideal in facilitating emergency access for ambulances to the proposed hospital from areas north of the rail. In its current format, ambulances requiring emergency access across the rail will be required to wait for several minutes in the event of a passing freight train.

The large expanse of the rail reserve has the potential to be a hot and desolate environment for pedestrians. New links need to be as direct as possible to provide for a comfortable pedestrian environment.

The provision of new links across the rail reserve is critical to ensuring areas north and south of the rail properly integrates and synergise. The removal of the freight rail line through the City Centre will significantly contribute to achieving this objective. Whilst the freight rail remains, the scope for new links is limited to additional pedestrian crossings.

### Project Guiding Principles

Future planning for linking north and south of the railway should be guided by the following guiding principles:

- Encourage the relocation of the freight rail out of the City Centre; and
- Provide for a pedestrian crossing at Cale Street and where possible, new and improved links across the rail in other locations to facilitate better integration of land uses to the north and south of the rail line as well as facilitating choice of direction and efficient route selection for pedestrians, cyclists and vehicles.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following:

- The City of Swan and the MRA to seek the support of the Department for Planning and Infrastructure for the relocation of the freight rail out of the City Centre; and
- The City of Swan and the MRA in conjunction with the Public Transport Authority (PTA) and other relevant agencies to identify and facilitate the provision of a pedestrian link across the rail at Cale Street.

## TWO-WAYING OF GREAT EASTERN HIGHWAY AND VICTORIA STREET

### Proposal Overview, Influences and Objectives

The Great Eastern Highway and Victoria Street one-way street network currently dominate the City Centre's movement network. These routes act as divisive one-way 'highways' that flush traffic through the City Centre with little benefit to it, thus contributing to the problem of too much "through traffic" and a lack of balanced circulation within the Centre resulting in fragmentation of land uses and activity.

The one-way road network results in relatively circuitous vehicular movements which make getting around Midland difficult. The efficient high flow through route for vehicles using the one-way road network results in excessive pedestrian waiting times at signalised intersections, limited safe pedestrian crossings (such as traffic signals), poor local vehicular access and limited on-street parking opportunities for local businesses relying. This together with poor pedestrian comfort and safety results in a lack of vibrancy and economic prosperity for the City Centre generally.

### Issues with One-Way Streets

Outlined below is an overview of issues associated with one-way streets identified in a US study prepared by Walker, Kulash & McHugh (date unknown).

One-way streets force additional turning movements at street intersections due to motorists who are required to travel "out-of-direction" to reach their destination. This increases the chance of a vehicular-pedestrian conflict as well as increasing travel distance (compared to a comparable two-way system) due to the amount of recirculating traffic which leads to an increase in vehicle emissions.

Average through traffic speeds is lower for a two-way street configuration than for a one-way system. In considering traffic speeds through a city centre, it is important to consider all users of a city street network. Safe pedestrian crossing is more achievable where vehicle speeds are slower, as the slower speeds create longer gaps in the traffic stream for crossing.

The delay penalty for vehicles however is relatively small and is not an important issue for motorists with a city destination who prefer accessibility and mobility over time delay.

Pedestrians crossing a four way street intersection where one or more of the intersecting streets are one-way, are presented with greater difficulties compared to a typical two-way intersection as there is a greater number of vehicle/pedestrian conflict scenarios that potentially may be encountered.

One-way streets tend to have a negative impact on storefront exposure for those businesses highly dependent on pass-by traffic. This is a result of the nearside of every cross street (relative to the direction of travel) being partially eclipsed from view. One-way streets also present difficulties associated with parking on the 'wrong' side of the road and exiting from these car bays.

### Charrette Proposal and Subsequent Studies

The 1997 Charrette proposed to change the one-way road network into two-way streets comprising two lanes of traffic with parallel parking and street trees as well as signalling the intersections at William Street and Cale Street with Great Eastern Highway. The proposal which favoured retaining strong east bound flows on Great Eastern Highway and strong west bound flows on Victoria Street, provided benefits for businesses along Great Eastern Highway and Victoria Street through providing more flexible and direct access, as well as enhancing pedestrian amenity and safety.

In 2001, Main Roads WA (MRWA) undertook a survey of the community and businesses regarding retention of the one-way network versus the two-way proposal of the 1997 Charrette. The two-way options presented in the survey incorporated several design issues including a reduction in the number of parking spaces as well as the retention of a 60km/h speed limit. The design issues, particularly the loss of parking, were key factors in 92% of submissions supporting retention of the one-way network.

Since the Charrette, the core area of the one-way pair has come under the planning control of the MRA (except for Great Eastern Highway which is under the control of the MRWA) who are able to catalyse revitalisation and provide high levels of urban and pedestrian amenity and improved traffic circulation.

In 2002, the Great Eastern Highway/Padbury Street/Midland Gate intersection was reconstructed which influences how a new two-way design response would operate at the eastern end of Victoria Street.

In 2005, ESD undertook a comprehensive analysis of one-way to two-way street conversions in town centres in the USA. The analysis identified demonstrated revitalisation and business benefits associated with two-way street conversions.

Recently MRWA have indicated that a 50 kph speed limit for Great Eastern Highway and Victoria Street may be considered. A 50km/h speed limit would enable a two-way design with much less impact on parking than the 2001 concepts.

Many businesses along parts of the one-way pair reportedly continue to struggle, and there is regular turnover of operators in parts. This is due in part to the poor amenity evident along the majority of Great Eastern Highway and Victoria Street, as well as the poor exposure experienced by businesses on the perceived 'wrong' side of the street (right hand side) and those businesses on side streets who are outside the field of view of approaching motorists.

### Benefits of Two-Way Streets

A two-way road network is considered vital to enhancing local vehicular and pedestrian access as well as providing amenity benefits to the broader City Centre. Converting to a two-way road network will improve accessibility within the City Centre, provide for a more flexible and direct vehicular access to retail and businesses including improved parking opportunities, as well as for more regulated traffic flows which enhance pedestrian amenity, provide safe pedestrian crossings and benefit local businesses. The two-way road network, together with the extension of Keane Street and Old Great Northern Highway (across the Centrepoin Shopping Centre), has the potential to revitalise the City Centre and improve access and circulation throughout Midland.

### The EbD Indicative Design

The EbD re-examined converting the Great Eastern Highway/Victoria Street one-way road network to a two way system for several reasons:

- Several concerns were raised in the EbD regarding the 2001 MRWA study including the two-way design concepts that were put forward. These design concepts were considered unsuitable as they resulted in a significant loss of parking space relative to the existing one-way system. Additionally there was

inadequate consideration of business and revitalisation benefits and pedestrian amenity; and

- The Lloyd Street extension planned to open in 2010 (refer to section on Lloyd Street Extension below), is a key opportunity for Midland as it will remove through traffic currently passing through the City Centre. This reduced traffic will facilitate an easier conversion of the one-way roads into a two-way system.

Just prior to the EbD, ESD and TTM Consulting Pty Ltd prepared a detailed two-way design for consideration in the EbD workshop (refer to Appendix 6). The design provided for slower speeds, better pedestrian comfort, balanced traffic loadings and no loss of parking.

The design which was refined during the EbD proposed:

1. A new two-way design suited to 50km/h (which does not significantly affect through time) and shorter light cycles as well as the retention of on street parking.
2. Victoria Street has been designed (at its western end) to provide priority eastbound whilst Great Eastern Highway has been designed (at its eastern end) to provide priority westbound. This design solution attempts to reverse ingrained behaviour and provide for the distribution of traffic loads which will assist to reinforce commercial potential on both Great Eastern Highway and Victoria Street and the streets in between. Central medians are proposed providing safe crossing opportunities for pedestrians as well as slowing traffic down.

3. A new signalised intersection is proposed at the Keane Street/Great Eastern Highway intersection to facilitate vehicle movement and safe pedestrian crossing.
4. New on-street parking opportunities incorporating parallel parking to both sides of the street.



*Two-waying of Great Eastern Highway and Victoria Street (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### Project Guiding Principles

Future planning and redevelopment of the Great Eastern Highway/Victoria Street one-way pair should be guided by the following guiding principles:

- Encourage the conversion of Great Eastern Highway/Victoria Street one-way pair to a 50km/h two-way road network comprising a central median, on-street parallel parking, shorter traffic light cycles and new signals where appropriate to facilitate safe vehicle movement and pedestrian access;
- Reduce the barrier effect created by major roads; and
- Enhance pedestrian safety and amenity throughout all streets by providing footpaths (where they are missing), safe crossing points at regular intervals to major arterials as well as shade trees and urban furniture.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following.

The one-way road network is currently under the control of MRWA. Converting the roads to a two-way slow speed road network is viewed by MRWA as providing for a more local function which should be managed by the City of Swan. In this regard, MRWA have also indicated that any conversion will have implications on the management of a larger portion of Great Eastern Highway which would need to be considered as part of converting the roads to a two-way road network (being the portion of Great Eastern Highway between Lloyd Street and Johnson Street (Guildford)).

To progress this proposal further, the following initiatives are recommended:

- Establish a government and local stakeholder steering committee and undertake a detailed transport/traffic modelling study;
- The City of Swan and the MRA to liaise with and seek support of Department for Planning and Infrastructure with regard to Network City outcomes and road treatments within Activity Centres and liaise with MRWA for policy and financial support;
- Undertake an economic benefit analysis;
- Undertake consultation with landowners;
- Seek funding for the urbanisation of Great Eastern Highway and Victoria Street;
- Undertake a detailed infrastructure survey and prepare detailed designs and costs including the relocation of any services; and

Arrange land acquisitions and swaps to facilitate the two-way road network.

## LLOYD STREET GRADE SEPARATION AND SOUTHWARD EXTENSION

### Precinct Overview, Influences and Objectives

The City of Swan has committed to the extension of Lloyd Street south from Clayton Street through to Abernethy Road at the Great Eastern Highway Bypass, crossing the Helena River.

The extension will provide for a direct link between the Great Eastern Bypass and the eastern end of the City Centre. The extension, which is predicted to cater for over 26,000 vehicles per day by 2031, will provide the critical missing link in the regional road network between the Strategic Regional Centre of Midland, the industrial areas to the south and the Perth International Airport.

The extension will provide a new main entry to Midland and reduce through traffic movements within the City Centre as well as facilitate the development of the Hazelmere industrial area which has never been fully realised due to the lack of certainty surrounding the Lloyd Street extension.

Key elements of the extension are a grade separation at the freight rail (subway), a bridge at Helena River and an eventual dual carriageway through to the Great Eastern Highway Bypass across private land holdings. A single carriageway is proposed for stage 1 works south of Clayton Street through to Abernethy Road.

In 2005, the Western Australian Planning Commission (WAPC) gazetted a Planning Control Area (PCA) over land subject of the proposed extension.

Lloyd Street north of Great Eastern Highway and all of Abernethy Road is already classified as "Other Regional Road" under the Metropolitan Region Scheme (MRS).

An amendment to the MRS was proposed in December 2003 by the City of Swan for the Other Regional Road reservation of land subject of the extension. Apart from gazettal of the PCA however, no land has been acquired or reserved by the WAPC from the south of the Helena River to the Great Eastern Highway Bypass although land within the MRA area has been provided for the works.

In July 2007, the office of the Minister for Planning and Infrastructure agreed to proceed with the land acquisition on the basis that City of Swan will be able to proceed with the

construction of the bridge over the Helena River. The purchase of the other land required will proceed to allow the road works to proceed soon after the completion of the bridge with the State funding the cost of land acquisition.

In September/October 2007, Western Power undertook works to underground a 132kV powerline along the western edge of the road reserve abutting the Western Australian Police Service (WAP) site.

#### *Impediments to construction of Lloyd St extension*

It will be necessary to amend the MRS and for the WAPC to acquire the necessary land holdings to facilitate construction of the road.

The Western Australian Meat Industry Authority recently sold a large landholding south of Helena River which would be bisected by the Lloyd Street extension. This land makes up almost 50% of the necessary land required to construct the extension.

Budgeted costs to date provide only for stage 1 (single carriageway) works comprising civil and bridge construction however does not include land acquisition or grade separation costs.

#### *Benefits of constructing the Lloyd Street extension now*

There is scope to achieve new development fronting the Lloyd Street extension, particularly within the MRA area to complement surrounding development and assist in defining the entrance to the City Centre from the south.

There are a number of developments/initiatives that require the reservation, land acquisition and construction of the extension in the short term including:

- Opening of the proposed Midland Health Campus in 2012 will require improved vehicle and emergency access from the north across the freight rail corridor and from the south across the river from regional distributors such as the Great Eastern Highway Bypass. The hospital will take over some of Royal Perth's functions, including disaster response to Perth Airport incidents;
- The City of Swan commissioned an engineering feasibility study and risk assessment to determine the cost/benefits of grade separation at the freight rail. In lieu of the freight rail relocating out of the City Centre,

a subway is recommended with an estimated cost of \$27.5M if constructed before the Health Campus becomes operational. If constructed afterwards there would be significant traffic disruption and cost to industry of completely blocking Lloyd Street for at least ten months. If significant progress can be made in the short term towards planning and ensuring the relocation of the freight rail out of the City Centre, then the cost of grade separating Lloyd Street could be significantly reduced or alternatively reduce the need for an underpass; and

- The WAP facilities are being constructed directly south of the Health Campus and although final Police activities on site are still to be determined, access both to the north across the rail line and south to the Great Eastern Highway Bypass is needed to provide a high level of connection to the metropolitan road network and to reduce response times.

In response to these development initiatives (refer to the Precinct Indicative Plans described further in this report for detail), the EbD considered a design solution for the portion of Lloyd Street between the railway and the southern extents of the WAP site.

### The EbD Indicative Design

Lloyd Street has been designed as a tree lined boulevard road which together with new development will serve as a gateway entrance to the City Centre from the south. Key features of the street design include:

1. Lloyd Street at the railway is proposed to be grade separated to allow for uninterrupted traffic flow along Lloyd Street as well as facilitating direct access for emergency vehicles to and from the Health Campus and the WAP.
2. The provision of a 6 metre central median, dual carriageways and service roads with on-street parking separated by medians. Two rows of trees could be planted to each median, enhancing the amenity of the street and serving as an entry statement to the Midland City Centre. The service roads and on-street parking areas will be able to efficiently handle passing trade for new commercial/office development fronting Lloyd Street, without compromising the street's primary role of facilitating regional vehicle movement.
3. The design and alignment of Lloyd Street is cognisant of the underground powerline and associated easement which was recently constructed along the western edge of Lloyd Street.
4. A two lane roundabout is proposed adjacent to the south-eastern end of the WAP site. This roundabout, which can cater for 23,000 trips/day, will facilitate the distribution of traffic along the Helena River foreshore area thereby activating the foreshore and providing a good movement economy to the southern end of the Workshops Village area. The intersection will assist with local circulation as well as provide a physical 'gateway' to Midland.
5. A signalised intersection is proposed at the intersection of Clayton Street and Lloyd Street.

### Project Guiding Principles

Future planning and redevelopment of Lloyd Street (south of the rail) should be guided by the following guiding principles:

- Identify and enhance Lloyd Street as a major entrance to the City Centre, designed to welcome visitors to

Midland through the provision of appropriate landscape and built form guidelines;

- Provide for the development of Lloyd Street as a 'business boulevard' comprising a 6 metre median, dual carriageways and service roads with on-street parking separated by medians. Two rows of trees could be planted to each median, enhancing the amenity of the street and serving as an entry statement to the Midland City Centre;
- Provide for a two lane roundabout adjacent to the south-eastern end of the WAP site as part of any future road link to the south of the WAP site along the Helena River foreshore; and
- Provide pedestrian safety and amenity to the street by providing footpaths, safe crossing points at regular intervals to major arterials as well as shade trees and urban furniture.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following:

- Liaise with and seek support of MRWA with regard to the creation of Lloyd Street in accordance with the EbD proposal;
- Acquisition of land by the WAPC to facilitate the full construction of the Lloyd Street extension;
- Identify and seek funding for the full construction of the Lloyd Street extension as proposed; and
- MRA to partner with the City of Swan to implement the extension of Lloyd Street to Great Eastern Highway Bypass, including a new underpass, dual carriageway road and bridges over the Helena River.



Lloyd Street Grade Separation and Southward Extension (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)



Lloyd Street/Coppershop Road intersection looking north

## MORRISON ROAD WEST

### Precinct Overview, Influences and Objectives

The EbD considered the portion of Morrison Road between Great Eastern Highway and Spring Park Road as part of improving broader City Centre circulation and access.

The existing streetscape is not conducive to facilitating pedestrian movement and does not provide for safe crossing points. Although no formal pedestrian crossing points exist, the three existing street intersections represent the likely pedestrian crossing points, however, these are currently unfriendly to pedestrians.

Facilitating safe pedestrian movement is critical to enhancing the walkability and legibility of the City Centre. Providing safe pedestrian crossing points along Morrison Road is crucial to ensuring strong pedestrian links from the City Centre through to the Swan Regional Riverside Park (SRRP) are created thereby ensuring the park is a well used asset.

Morrison Road is a major City of Swan local road providing east-west access around the Midland City Centre through the suburbs of Woodbridge, Midland, Midvale and Swan View, as well as providing connections to several regional roads including Great Eastern Highway, Great Northern Highway, Lloyd Street and Roe Highway.

East of Spring Park Road, Morrison Road is constructed as a median separated dual carriageway road. Although signposted as 60km/h, the portion of Morrison Road west of Spring Park Road comprises very wide single carriageways.

This has the effect of creating a 'high' speed traffic environment which allows for goods and services to efficiently 'move' through Midland, yet not efficiently distribute these benefits into the City Centre itself. Information presented at the Scoping Workshop identified traffic volumes on Morrison Road (at Great Northern Highway) of 12,995vpd (2004-2006), which is a minor increase from the 11,590vpd (1994-1996) previous count. Predicted traffic volumes for Morrison Road (between Great Eastern Highway and Great Northern Highway) are 13,000vpd (2016) and 16,000vpd (2031). Although Morrison Road removes 'high volume through traffic' from the Midland City Centre, it also creates a divide between the City Centre, SRRP, Woodbridge and surrounding neighbourhoods.

A 7 metre wide road widening reservation currently exists under the Scheme along the southern side of Morrison Road. This road widening is intended to allow for a future dual carriageway. The City of Swan has acquired a small number of properties under this reservation over time however portions of the reservation are still in private ownership. This road widening, together with current setback requirements, impacts on the redevelopment potential of affected properties, essentially stifling redevelopment of these properties.

The City of Swan is currently considering options for future changes to Morrison Road and whether there is a need for a dual carriageway and if this is the best overall outcome for the community. The EbD examined this section of road in the broader City context with the intent of assisting the City in this regard.

### The EbD Indicative Design

The EbD focussed on the provision of a two lane boulevard street with enhanced pedestrian crossing points in a slow speed environment. Specific proposals identified for the area include:

1. Efficient two lane boulevard treatment for Morrison Road within a 20 metre road reserve consisting of a 2 metre wide central tree-lined median and a 3.5 metre wide carriageway, 1.5 metre wide bike lane, 2.5 metre wide on-street parallel parking and a 1.5 metre footpath to both sides. Pedestrian safety and access would be facilitated via crossing points at key locations as well as a 50kph speed limit imposed. The proposed design utilises, where possible, the existing road pavement and is within the existing road reserve. Parallel parking along Morrison Road could be progressively provided as redevelopment occurs. In this instance the 7 metre road widening is not required. (Note: an alternative design comprising a wider 4 metre median and no cycle lanes was considered during the EbD. The future design of any boulevard road cross-section will need to consider whether the provision of cycle lanes is appropriate).
2. Until a resolution on the road reservation is made, setback dispensations should be allowed for properties along the southern side of Morrison Road to stimulate development.

3. A new roundabout at William Street is proposed to provide a slow vehicular point, as well as safe pedestrian access to the SRRP and proposed Interpretive Centre. This roundabout will service a new road connection proposed through to Harper Street and along the eastern boundary of the SRRP (shown in other Precinct concepts). The roundabout will need to be designed to be friendly for pedestrians and cyclists as it will be a key crossing point. It will also assist with improving legibility and access to William Street as well as helping to stimulate investment in the area.
4. The Poynton Avenue intersection could be redesigned to include a roundabout to slow traffic and provide a safe pedestrian access point. Other options could be considered for this intersection, including the retention of the current four way intersection or providing some other traffic calming devices to facilitate safe pedestrian movement. A roundabout would also assist with improving legibility and access to Poynton Avenue as well as helping to stimulate investment in the area.



### Project Guiding Principles

Future planning and redevelopment of Morrison Road should be guided by the following guiding principles::

- Provide for a two lane boulevard street with a central median and on-street parking opportunities;
- Facilitate multi-storey, predominantly residential, development fronting both sides of Morrison Road and respects existing heritage buildings in the area as part of a consolidated redevelopment strategy;
- Minimise the number of crossovers onto Morrison Road;
- Provide for slow traffic speed/safe pedestrian crossing opportunities at the William Street and Poynton Avenue intersections;
- Ensure the future design of the street reduces the barrier effect which currently exists; and
- Enhance pedestrian safety and amenity throughout all streets by providing footpaths (where they are missing), as well as shade trees and urban furniture.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following:

- Undertake a detailed transport/traffic modelling study to determine the need and desirability for a four lane road as well as considering alternatives for accommodating traffic through redirected routes;
- Facilitate the provision of incentives to stimulate development;
- Review existing zoning and R-Code provisions and urban conservation controls for the residential zoned areas to encourage residential intensification; and
- To ensure existing properties are properly coordinated to achieve better infill development as well as ensure crossovers along Morrison Road are minimised, prepare a consolidated redevelopment strategy as a basis of development incentives for redeveloping larger land parcels (refer to section titled Morrison Road Adjoining Developments below).



*Morrison Road West (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

## NEW STREET LINKS

### Precinct Overview, Influences and Objectives

Parts of the City Centre suffer from poor circulation and access due to the lack of direct connections to key areas of the City Centre. Current way-finding and access in and around the area is relatively convoluted with motorists forced to make circuitous trips to get around the City.

As described earlier in this report, the Great Eastern Highway/Victoria Street one-way road network, existing freight rail line and the existence of several large street blocks and sites (e.g: Midland Primary School, Centrepoint Shopping Centre, Midland Health Campus) contribute to this problem.

Improving and providing new and direct links within and to adjacent parts of the City Centre will improve overall circulation and accessibility for pedestrians, cyclists and vehicles.

### The EbD Indicative Design

Several new street links are proposed providing for improved circulation and access to various parts of the City Centre and which are described here to provide context to overall City wide circulation and access improvements. Specific detail for each of the new street links is provided under the individual Precinct Indicative Plans described further in this report. The new street links include:

1. A new road extension from Old Great Northern Highway west through the existing public parking area (which is privately owned) and the existing Police car park (in public ownership) to connect with Spring Park Road (comprising part of a greater continuous pedestrian link and improved east-west connectivity through to the SRRP). This road will also assist with circulation on Old Great Northern Highway and help to bring back some of the traffic lost with the creation of the mall at the northern end.
2. A new road through the former Midland Primary School site (which is in public ownership) heading west from Spring Park Road before turning south and connecting with Poynton Avenue will facilitate access and redevelopment opportunities on the school site as well as comprising part of a greater continuous

pedestrian link and improved east-west connectivity through to the SRRP.

3. A new road connecting Burgess Street with William Street could provide improved circulation as well as the ability for new development opportunities within the area.
4. A new road along the edge of the SRRP site (over public and private property), connecting Morrison Road at its northern end and Bayley Street at its southern end would provide good connectivity and access from surrounding areas to proposed park destinations to the west (i.e: river, major family playground). The creation of this road could include some public/private land exchanges.
5. Two new road links on publicly owned land (City of Swan and the Water Corporation) connecting the new SRRP park edge road with Harper Street could assist with the redevelopment of the area.
6. Cale Street is extended into the Midland Oval Precinct as an 18 metre wide 'boulevard' street utilising existing City of Swan land. The street would provide for an extension of the central public open space, connecting through to The Crescent and linking Cale Street with Old Great Northern Highway (via The Avenue) as well as enhancing the amenity and walkability of the area.
7. Extension of Keane Street through to Victoria Street to complete the creation of Keane Street as a more centrally located north-south route linking Great Northern Highway to the centre of Midland and assist in creating the street as the gateway road into Midland from the north.
8. A new street through the Centrepoint Shopping Centre site connecting the Midland Train Station with Great Eastern Highway could be designed to provide for a visual link between the Station and the Town Hall and assist with the revitalisation of Old Great Northern Highway. This street could comprise angled parking for visitors to new retail in the area.
9. Given the significant size of the Health Campus site, several new access streets are proposed to facilitate greater connectivity through and around the Health Campus. An access street into the Campus from

Yelverton Drive via a new roundabout would facilitate emergency access and patient pick-up/drop-off to the new hospital. This road could connect through to a new service road located along the rail corridor boundary and which would provide an east-west connection through the Health Campus between Centennial Place and Cowie Place. Whilst these roads could be private roads, providing them as public roads can ensure long term accessibility through the precinct is secured.

10. The underpass (and associated road widening) to Lloyd Street and the subsequent need to terminate Railway Parade has been offset by the provision of a new east-west road linking Lloyd Street with Brockman Road. This new street is located mid block along the existing street block, enabling sufficient depth for new development sites as well as ensuring appropriate intersection spacing is maintained to the existing Elgee Road.
11. Minor adjustments to proposed roads through the Railway Workshops site would enhance visual links, circulation and development opportunities.
12. A new Helena River foreshore road along the southern edge of the WAP site would enable new development to front on and activate the Helena River environs as well as providing for access and a movement economy to the southern portion of the Workshops Village from Lloyd Street.

Although not subject of the EbD, new roads are proposed on the Masterplan prepared for the Midland Oval Precinct. These roads are shown on the following plan to provide context with the new street links identified in the EbD.



Existing Roads (pre-1997 Charrette black, post-1997 Charrette blue) and proposed New (EbD) Street Links (red)

### Project Guiding Principles

Whilst the new street link proposals are detailed further in this report, future planning for new street links within the City Centre generally should be guided by the following guiding principles:

- Provide for new street links (generally as per the EbD plan) to improve accessibility and reduce trip lengths for vehicles, cyclists and pedestrians;
- Ensure street design facilitates safe and efficient vehicle, cyclist and pedestrian movement;
- Reduce the barrier effect created by major roads;
- Enhance pedestrian safety and amenity throughout all streets by providing dual-use footpaths (where they are missing), safe crossing points at regular intervals to major arterials as well as shade trees and urban furniture; and
- Ensure built form along these new streets provide for passive surveillance opportunities to assist with enhancing pedestrian safety.

### Key Actions Arising

Implementation of the EbD proposals is detailed under the various Precinct Indicative Plans. The identification of new additional street links will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks for new roads in the future include the following:

- Seek funding for the creation of new street links identified in the EbD proposals as part of implementation of individual Precinct Indicative Plans;
- Protect opportunities for new road links through structure planning; and
- Incorporate new street links into the proposed 'City Centre Streetscape and Public Open Space Plan' proposed under the Urban Amenity Drive Revitalisation Proposals (described previously).

## PARKING

### Precinct Overview, Influences and Objectives

Redevelopment and revitalisation efforts over recent years have resulted in increased pressure on parking facilities around the City Centre.

Surveys carried out in early 2008 indicated that off-street parking facilities were relatively full and running at around 80% capacity. On-street parking utilisation rates were much lower at approximately 45-55%.

In 2003, Transcore and others prepared a parking strategy for the Midland City Centre for the City of Swan and the MRA.

The Strategy which incorporated an analysis of future land use scenarios as well as a review of existing parking, identified several existing parking issues, strategies for dealing with these issues and future car parking requirements.

Parking "hot spots" (where parking supply compared with demand is an issue) were identified for site specific locations in and around Midland. The Strategy recommended the implementation of demand management solutions (i.e: introducing/increasing cost/time structures) as well as encouraging alternative modes of transport including the introduction of a CAT bus. Ongoing consideration and adjustments to "hot spots" continues to balance the demand and supply of parking.

With regards to satisfying possible future parking demand, the Strategy recommended the provision of multi-storey paid parking facilities at strategic locations throughout the Centre.

With regards to implementation of the Strategy proposals, fee and time limits have been introduced at various locations around the City Centre to manage demand however the provision of decked parking facilities and a CAT bus service are yet to be implemented.

A review of Midland's parking needs is currently underway which will lead to the preparation of a new Parking Strategy for the City Centre.

Accordingly resolution of parking issues is a high priority with immediate measures now required. A review of parking for the City Centre will need to identify an approach to parking shortfall and cash-in-lieu measures associated with new development, particularly given the provision of full parking

requirements on small sites is uneconomical for new development.

The EbD was considered to be an opportunity to identify potential multi-storey car parking sites and consider how they integrate with the surrounding urban fabric as well as identify parking solutions for the City Centre generally in line with recent sustainability and TOD objectives.

### The EbD Indicative Design

Whilst various parking solutions for site specific proposals are described under the Precinct Indicative Plans detailed further in this report, new public parking facilities which will assist in meeting the demand for public parking within the City Centre are:

1. A new multi-deck parking facility behind the existing City of Swan offices (on land comprising separate titles under the ownership of the City of Swan and the State Government) facilitating the provision of additional well distributed parking for the Midland City Centre. The facility could be developed vertically over time via cash-in-lieu payments received from incremental development elsewhere around the City Centre. Developed to 3 storeys, the facility will yield approximately 408 bays. Single aspect development comprising ground floor retail with commercial/office and residential above to the edges of the facility fronting Morrison Road and the proposed new east-west road through the area could be developed.
  2. A second multi-deck parking facility located on the existing Stafford Street car park (which is in private ownership) could be developed as part of a 4 storey development fronting Stafford Street comprising 2 levels of office with 2 floors of residential above. This facility could then be developed vertically over time via cash-in-lieu payments up to 5 levels (resulting in approximately 422 car bays).
  3. A new multi-deck park and ride station on PTA land west of the Midland Train Station could have sections cordoned off for commercial development wrapping around the parking decks for all day park and ride, and for short term visitor parking. Developed to 4 storeys, the facility will yield approximately 1392 bays.
  4. Land abutting the rail corridor could be designed to provide at grade parking in the short term and possibly
- decked in the longer term with development sleeved along street edges and public areas. The design of these facilities will need to ensure views into the Railway Workshops site are protected.
5. The smaller parking stations outlined in the draft Midland Oval Precinct Outline Development Plan (February 2007) could be retained however if Stafford Street is developed as described above, they may be smaller facilities.



*Parking (indicative locations for decked parking) (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### Project Guiding Principles

Future planning for parking in the City Centre should be guided by the following guiding principles:

- Facilitate the provision of multi-deck public car park(s) behind the City of Swan Council Offices and/or at Stafford Street (as per the EbD plan);
- Facilitate the development of a multi-deck car park facility as part of redevelopment of the Midland Train Station;
- Parking stations should be carefully designed to address the public realm and are sleeved with development comprising active frontages to public areas;
- Protect Midland Oval Precinct draft Outline Development Plan (February 2007) opportunities; and
- Include parking in the use of land abutting the rail reserve.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following:

- Undertake a feasibility analysis for the provision of a decked car parking facility on the sites identified on the EbD plan;
- Ensure the review of the Midland Parking Strategy incorporates the parking stations identified under the Project Guiding Principles;
- As part of the preparation of a future parking strategy for the City Centre, the City of Swan and the MRA should develop and implement a system whereby cash-in-lieu payments received from incremental development around the City Centre fund a new multi-deck parking facility to be located behind the existing City of Swan Council offices (on Council land) and/or at the Stafford Street car park (currently private land); and
- Initiate discussions with the PTA with regard to facilitating parking opportunities within rail reserve land.

## PUBLIC TRANSPORT

### Precinct Overview, Influences and Objectives

#### *Midland Station and Possible Future Passenger Rail Extensions*

The location and number of train stations has a significant influence on the framework of the city and how it works (in terms of nodes, road networks, development etc). The existing Midland Train Station is somewhat dilapidated.

Around 2000 people arrive and depart by bus each day at the Midland Train Station/Bus Interchange and there are around 400 bus arrivals and departures per week serving Midland's surrounding suburbs. During a two hour peak period, around 1300 people board the train at the Midland Station with 92% travelling into the Perth CBD.

In 2005, the PTA planned to refurbish the Midland Train Station however this was put on hold at the request of the MRA who was undertaking planning studies for the area which included future design options for the train station and adjacent areas in line with TOD principles.

Recent redevelopment of parts of Midland, as well as proposed initiatives (such as the Midland Health Campus), provide opportunities to review the existing and future train station requirements in the context of Transit-Oriented Development planning principles. Planning for any new station needs to consider the Indian Pacific and The Prospector regional services as each have different rail, signal and platform requirements.

The PTA currently does not consider a passenger rail extension further east than Lloyd Street to be a viable option for the foreseeable future.

The PTA has indicated that approximate capital costs to construct a new commuter rail station are in the order of \$35 million dollars whilst the annual operating cost per station is approaching \$2 million dollars.

The EbD identified several options for the Midland Station and passenger rail extensions including:

- Redevelop the existing station (as a staged development) generally in its current location including the option of relocating the station's platform and associated building slightly south (within existing rail alignments) and further east to Helena Street which frees up a 20m wide parcel of land

enabling an efficient redevelopment opportunity on the PTA site;

- Construct two stations – one at Lloyd Street and the other at its current location;
- Construct one station mid way between the two (at Cale Street); and
- Construction of an additional station at Ferguson Street (as a long term option). This station could occur once the freight storage yard area has been relocated and the removal of the brickworks buffer associated with the Metro Brick brickworks located to the south of the Railway Workshops site. The development of land for residential uses is prohibited within 500 metres of the brickworks (which includes land south of the railway and west of Military Road). Such a scenario could be considered as part of a long term (30 years) redevelopment of the Midvale area.

The first option of redeveloping the existing station was considered by the EbD to be the most viable option (refer to the Midland Station Transit-Oriented Development Precinct under the Precinct Indicative Plans for further detail). As Midland is a long way off from achieving the density to justify a second station and the current location is far superior in terms of ease of access and connection to the established City Centre and proposed Workshops Village. This is the option pursued by the EbD and is discussed in more detail in this report under the Precinct Indicative Plans.

It was recognised however, that a Lloyd Street Station could be technically possible, but is probably unlikely to occur within the next 10 years.

#### *Bus Transport and Interchange with Rail*

The existing bus interchange configuration is considered to work well.

A proposal to relocate Victoria Street southwards (west of Helena Street) to enable Centrepont Shopping Centre to expand south was considered by the EbD, however, this option would compromise the gains possible by locating the rail station south (as proposed and discussed further in this report under the Midland Train Station Transit-Oriented Development Precinct Indicative Plan) and utilising the land south of Victoria Street for parking and development. It would

also likely require the reconfiguration of the bus interchange into a more land intensive elongated design.

### The EbD Indicative Design

With regards to public transport, the EbD primarily focussed on the Midland Train Station and bus interchange facility. Future detailed planning of public transport for the City Centre should adopt a whole of city approach which includes an analysis of existing public transport services as well as future opportunities for the City Centre (e.g: CAT buses).

1. The bus interchange has essentially been retained but with improvements to user amenity. The roundabout area and existing trees have been retained within a new "European plaza" landscape incorporating a café/kiosk to the centre. A paved pedestrian link through the area would facilitate pedestrian access from the train station/bus interchange through to the Helena Street/Victoria Street intersection.
2. The existing Helena Street bus access point could be retained as this point is more desirable than Victoria Street as it achieves less congestion (and therefore minimises time delays) and provides better access to existing bus routes. This will however hinder the urbanisation of Helena Street and demand that good shade and shelter be created on this edge to link to the Railway Workshops site.
3. New commercial development beside the existing bus interchange platform overlooking the roundabout area will provide passive surveillance over that area.
4. The Station could be designed to extend to Helena Street and connect with the existing at-grade pedestrian crossing thereby providing pedestrians from the Railway Workshops direct access to the Station and the bus interchange (refer also to Precinct Indicative Plan for the Midland Station Transit-Oriented Development).



*Bus Transport and Interchange with Rail (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### Project Guiding Principles

Future planning for public transport within the City Centre should be guided by the following guiding principles:

- Encourage the redevelopment of the existing Train Station and Bus Interchange so that it better integrates with the surrounding urban fabric, provides a range of transport modes with good access to the facility and increases pedestrian safety and passive surveillance in the area;
- Encourage the redevelopment of the Train Station to form a high quality landmark building and provides a welcoming entry point to the City Centre; and
- Explore opportunities for a CAT bus to improve public transport services through the City Centre.

### Key Actions Arising

Implementation of the EbD proposals will require development proposals to adhere to the Project Guiding Principles. Additional specific implementation tasks include the following:

#### *Midland Station and Possible Future Passenger Rail Extensions*

- Liaise with and seek the support of the PTA with regard to the EbD proposal to relocate the Midland Train Station; and
- Assist the PTA in seeking funding for the redevelopment of the Midland Train Station.

#### *Bus Transport and Interchange with Rail*

- Liaise with and seek the support of the PTA with regard to the EbD proposal to upgrade the Bus Interchange; and
- Assist the PTA in seeking funding for the enhancement of the Bus Interchange.

#### *City Wide Public Transport*

- In consultation with the PTA, undertake a City wide review of public transport to identify any improvements to the existing public transport system as well as future opportunities for the City Centre (e.g: CAT buses) to ensure an effective public transport system for the City Centre.



## PRECINCT INDICATIVE PLANS

### PRECINCTS IDENTIFIED

This section of the report describes the detailed indicative plans for the various precincts (or sites) within the City Centre. The precincts have been defined generally based on key land uses and/or the predominant urban form. These precincts are as follows:

- Midland Station Transit Oriented Development (TOD)
- Midland's West End
- Former Primary School
- Poynton Avenue
- Morrison Road Adjoining Developments
- Swan Regional Riverside Park and Related Developments
- Great Eastern Highway/Victoria Street East
- Midland Gate
- Brockman Precinct
- Great Eastern Highway, East of Lloyd Street
- Midland Oval – Southwest Corner
- Health Campus / Western Australian Police
- The Workshops

For the Precinct Plans presented in this section, reference should also be made to Appendix 4 which contains a Colour Code Legend which explains the different colours used on the plans.



*Precincts*

## MIDLAND STATION TRANSIT-ORIENTED DEVELOPMENT (TOD)



### Precinct Overview, Influences and Objectives

The Midland Train Station TOD Precinct comprises the Midland Train Station, the Centrepoint Shopping Centre site and surrounding adjacent land.

The MRA and the City of Swan are seeking a long term TOD solution for the City Centre that supports the Western Australian Planning Commission's Network City plan which identifies Midland as a major Activity Centre.

Additionally the WAPC's Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development, seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve effective integration of land use and public transport infrastructure. Midland is identified under the Policy as a 'transit oriented precinct'.

Although by definition TOD comprises an area larger than that defined by this Precinct (being an 800m walkable catchment), this Precinct represents the core of any TOD within the Midland City Centre as it comprises the Midland Train Station and a significant portion of the walkable catchment associated with it.

### *TOD within the Midland City Centre Context*

Several existing and proposed initiatives are being progressed which will assist with achieving TOD objectives for the Midland City Centre.

Redevelopment works by the MRA including new mixed-use development along The Crescent/Keane Street as well as within the Railway Workshops have assisted with increasing the residential population within the City Centre.

In addition, the Midland Oval Precinct Masterplan prepared by the City of Swan proposes mixed-use development which will facilitate the generation of approximately 700 new residential dwellings and an additional 40,000m<sup>2</sup> of commercial floorspace within the City Centre.

As well as these initiatives, the EbD developed various proposals (described throughout this report) which will assist with achieving TOD objectives.

### *Past Precinct Planning*

In recent years, there have been substantial efforts by a number of government and private sector organisations to finalise the planning vision for the Midland Train Station, Bus Interchange and surrounding area due to the substantial impact that transit can have on the development of the regional centre.

Several planning studies have investigated redevelopment of the Centrepoint Shopping Centre and Midland Train Station area in line with TOD objectives, the most recent being undertaken by TPG Town Planning and Urban Design (TPG) in 2005 for the MRA.

The concept plans prepared by TPG were subject to an economic analysis by MacroPlan. The study concluded that a commercial/retail mixed residential development was an unproven model in Midland. Additionally the PTA indicated that it was unwilling to lose parking supply to accommodate the TOD and were unable to fund any transport and design studies required to test the proposals. Accordingly the MRA put the project on hold to pursue the development of the Workshops Village to stimulate increased demand for apartments in Midland and to allow for land values to rise sufficiently to achieve the best long term outcome.

### *Midland Train Station Disconnected from the City Centre*

Within the Precinct, there is very little direct connection between the Midland Train Station and the Old Great Northern Highway main street. This is due in part to the dominance of the Great Eastern Highway and Victoria Street one way system as well as the visual barrier created by the Centrepoint Shopping Centre and associated car parking areas.

As has been described previously, the Great Eastern Highway and Victoria Street one way system are high speed vehicular routes which flush traffic through the City Centre, fragmenting land use and activity within the City Centre, as well as resulting in uncomfortable streets for pedestrians. This problem is exacerbated by the Centrepoint Shopping Centre which has turned its back on the public realm, resulting in poor safety and pedestrian amenity along several of its interfaces. This issue is compounded by the associated car park areas which together with the Shopping Centre building are sited in a manner which impedes comfortable and safe pedestrian access directly between the Train Station and the Old Great Northern Highway and Midland Gate shopping areas.

With regard to the Train Station itself, the configuration does not contribute to an active, vibrant urban environment. This is in part due to its integration with the bus transfer facility and the park and ride car parking areas which dominate the front of the station as well as the lack of active uses within the area.

To encourage pedestrian walkability and facilitate better land use integration between various parts of the City Centre, there is a need to consider these key land uses in a more holistic and integrated manner rather than as separate entities.

### *Poor Visual Amenity for Visitors arriving by Train*

The approach into Midland by train (either on the suburban rail services from the west or the intra-state rail services from the east) is dominated by views of the backs of commercial buildings which are generally blank, open car parks areas and/or large expanses of rail reserve. This together with a station building that has relatively poor visual amenity does not provide for an attractive first impression of Midland for visitors arriving by train.

The Midland Train Station is unique in that it serves as the terminus for the suburban rail service as well as the first metropolitan station for intra-state rail services, catering for a significantly large population catchment.

If Midland is to be a destination for visitors, then it is important that the approach into Midland by rail assists with creating a sense of arrival that attracts and welcomes them to the area.

Improving the views and amenity along the rail corridor can be achieved with buildings that overlook the rail (including the Midland Train Station building) as well as high quality streetscapes and public areas.

#### ***Existing Centrepoint Shopping Centre Operations***

The Centrepoint Shopping Centre represents a significant landholding within the Precinct. Situated just north of the Midland Train Station, the Centre comprises around 9,000m<sup>2</sup> of retail floorspace consisting of a supermarket and several small shops. The Centre is an internalised one storey shopping centre with extensive at-grade car parking. In recent times, the landowner has expressed a desire to redevelop the centre to retain a major retail component.

There is a desire by the landowner that any future redevelopment of the Centre can be staged in a manner which does not compromise current operations. This is due in part to an existing long-term lease agreement with the major tenant (Woolworth's). Redevelopment of the site presents a challenge in retaining sufficient parking levels to serve the Centre given the balance of the site comprises parking for the Centre.

The existing service dock to Woolworth's is currently located on the Helena Street frontage. Pedestrian access along Helena Street is essentially blocked off by service trucks parked over the crossover.

#### ***Existing Public Transport Authority Landholding and Operational Requirements***

The PTA owns a significant landholding within the Precinct comprising the Midland Train Station, bus transfer and park and ride facilities. Discussions with PTA representatives have revealed several desires, requirements and operational planning parameters for the future of the Station and bus interchange facility.

The Station is currently served by a park and ride facility for train users which accommodates approximately 640 bays. The PTA has indicated a desire to increase this parking provision in the future to provide for 1200 car bays (within 300 metres of the Station). Achieving this requirement based on the current built form and landholding configurations would require decking the existing facility or constructing bays at-grade on existing rail reserve land along Railway Parade, east of the Station. Constructing at-grade parking has the potential to significantly impact on the surrounding area due to a need to provide for approximately 3 hectares of land. Although a cheaper option than decked parking, the provision of a 3 hectare at-grade parking facility has the potential to compromise surrounding urban form and fetter the ability to achieve a best practice TOD redevelopment.

With regard to the Station building, the PTA has indicated that any future planning of the building should provide for better integration with Helena Street including providing the main pedestrian access point to the Station from Helena Street.

Consideration of these parameters in the context of TOD objectives for the Precinct provides opportunities to review built form options for the train station and bus interchange facility.

#### ***Multiple Land Ownerships East of Helena Street***

To the east of Helena Street is a mix of historic and more modern development under private ownership. This land, which is within the MRA's planning jurisdiction, presents opportunities for urban infill development particularly should Victoria Street be converted to a 2 way street.

#### ***Byers Road Heritage***

Several properties along Byers Road (north-west of the Station) are identified under the Municipal Heritage Inventory for their cultural significance. Generally the properties are identified as having a high level of protection or a requirement to be retained and conserved.

The EbD did not look at the Byers Road area specifically, however future redevelopment within the area should endeavour to achieve TOD objectives and the urban amenity driven revitalisation objectives described earlier where possible.

#### ***Geotechnical Considerations Associated with Past Rail Land Uses***

It is anticipated that soil contamination is likely on the Centrepoint Shopping Centre site, as the land was historically occupied by private railway workshops. The main contaminants are typically primarily metals, cinder ash, localised hydrocarbons and asbestos associated with the maintenance and operation of steam trains.

Although such waste is considered to present minimal risks to the environment, it is more of a human health concern. Testing and remediation of the site will need to be undertaken to determine the extent of contamination and remediation measures necessary to facilitate future redevelopment of this land. The extent of contamination has the potential to impact on the ability to redevelop the site, in particular for residential uses and on the ability to implement below ground/basement parking.

#### **The EbD Indicative Design**

The EbD proposal represents a pragmatic approach to design, essentially working with what is there yet maximising redevelopment opportunities. The design accepts the existing street pattern whilst seeking conversion to a two-way network. This allows the existing landowners to consider redevelopment opportunities for their sites without changing existing perimeter boundaries.

The key feature of the design concept for this area is that it enables the key landowners in the area to develop their sites incrementally and independently of each other. The design provides new retail, commercial and residential opportunities as well as improving pedestrian and vehicular access and circulation in the area.

#### ***Station Relocation***

1. Relocation of the Midland Train Station's platform and associated building south and further east to Helena Street provides significant benefits as it frees up a 20m wide parcel of land allowing for a more efficient redevelopment opportunity for the PTA site. This proposed relocation provides for slightly better proximity to the hospital. It also provides the opportunity to create a better quality station that can be constructed without impacting on the existing Station's current operations.

2. The design of the Station protects the operation of the existing rail services in the area as well as the ability to extend the electrical metropolitan passenger line in the future (if required) by building pedestrian walkways over the alignment of that line.
3. The Station should be designed to extend to Helena Street, connecting with the existing at-grade pedestrian crossing thereby allowing pedestrians from the Railway Workshops direct access to the Station and the bus interchange.
4. Multiple or single points of access to the Station platform could be provided depending on PTA requirements.

#### ***Park & Ride with Associated Perimeter Block Development***

5. Relocating the train station enables an efficient redevelopment opportunity of the PTA land to be achieved. The design considered for the PTA land is based around the provision of a 52 metre deep multi-deck parking facility which can provide parking for rail commuters as well as for new adjoining development. The parking facility should be designed to allow for parking to be accessed directly from ramps as well as the ability to separate parking areas for new commercial development from public commuter parking. With 4 levels this parking facility will provide 1392 car parking spaces. This would be a staged construction to cater for new development as it occurs.
6. New commercial mixed use perimeter development around the parking facility fronting Victoria Street and the bus interchange would provide several urban benefits whilst supporting the car parking facility.

#### ***Centrepoint Shopping Centre***

7. The design considered for the Centrepoint Shopping Centre landholding is based around the provision of a new north-south street through the site, linking the Midland Train Station with Great Eastern Highway. This two-way vehicular street has been designed to allow for a more direct visual link between the Station and the Town Hall and comprises on-street angled parking and footpaths to both sides. Street trees as well as two small landscaped spaces are proposed to

provide amenity and shade for pedestrians walking through the area.

8. A new 4000m<sup>2</sup> supermarket and small shopping mall is proposed over the area currently comprising the existing shopping centre car park. The relocation of the station and the creation of new decked parking on the PTA site frees up existing parking on the Centrepoint site allowing for the development of a new Woolworths to occur without interrupting the existing lease through the interim use of the PTA park and ride (this requires a temporary park and ride to be provided possibly to the east of Helena Street on PTA land). Roof top parking for this development could be provided with supermarket service and loading bay access provided from the right of way to the western end. An alternative development scenario could comprise the ground floor retail as proposed, however with up to 4 floors of commercial/residential above. To the west of the right of way new development comprising ground floor commercial uses with upper floor residential apartments could be developed.
9. New development comprising ground floor commercial with upper floor residential (possibly 3-4 storeys high) is proposed along the Great Eastern Highway frontage.
10. Once point 8 above has been completed, the existing shopping centre can be redeveloped to comprise a 1200m<sup>2</sup> 'boutique' supermarket with active ground level frontages sleeved against a pedestrian walkway connecting Helena Street with the new north-south street. Access to the supermarket service and loading bay has been provided via the rear lane and located in the vicinity of the existing Centrepoint Shopping Centre service dock. Upper floor residential apartment development (possibly up to 3 storeys) serviced by ground floor parking could then be developed along the street frontages.
11. New mixed use development comprising ground floor commercial with residential above is proposed to the corner of Great Eastern Highway and Helena Street.
12. A 2-4 storey office building is proposed to the Helena Street/Victoria Street intersection. Parking tucked under the first floor is proposed accessed from the rear service lane. This building, which could currently

be developed independently of the existing shopping centre, would enable the existing Woolworths service dock area to be screened from the street.

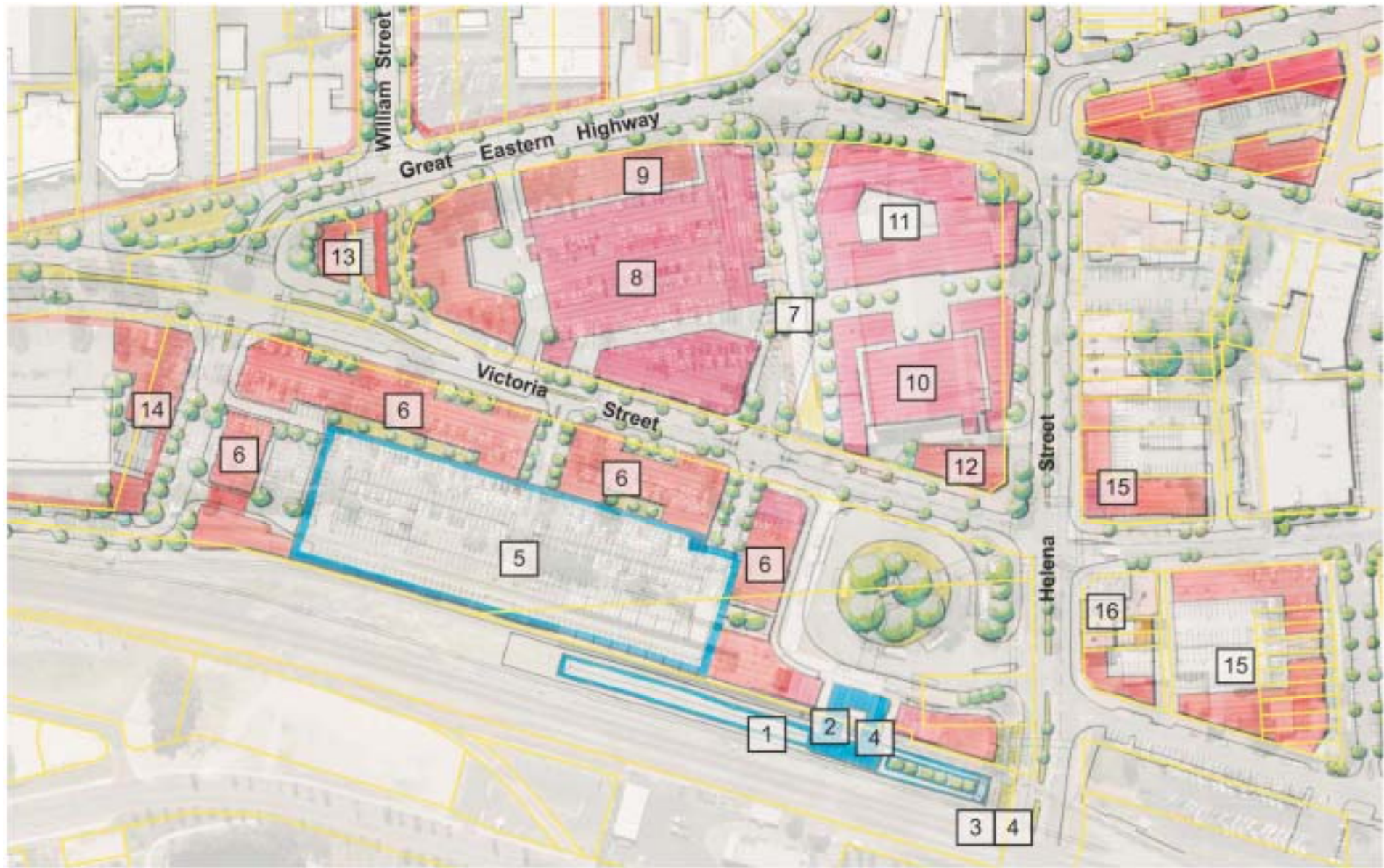
13. A landmark mixed use building comprising ground floor commercial and upper floor residential is proposed on existing road reserve (west of the Centrepoint Shopping Centre landholding). A pedestrian link has been provided to the rear of this development providing a connection with William Street.

#### ***Western Retail Redevelopment***

14. Redevelopment of the eastern end of the existing showroom building just west of the train station redevelopment comprising ground floor retail with offices above (partly on private and PTA land) would front the new street link from Victoria Street. This building could be developed as part of, or independently of any possible future redevelopment of the showroom site.

#### ***Eastern Side of Helena Street***

15. The area east of Helena Street proposes new incremental development comprising multi storey mixed use buildings with ground floor commercial and serviced apartment/housing above. Ground floor retail is envisaged to the Helena Street/Victoria Street intersection possibly to include a corner café/restaurant. Parking is proposed via an at-grade car park generally accessed from surrounding streets in a manner that enables a continuous active frontage to Helena Street. The provision of underground parking would allow for more intensive development of the site.
16. Existing heritage buildings are retained however improvements to the existing shopfronts should be made. This could be achieved as part of a whole of City shopfront façade improvement program for existing development.



Midland Station Transit-Oriented Development (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)



*Helena Street looking north*



*View across bus interchange looking northwest*



*Victoria Street/Great Eastern Highway Intersection looking east*



*Old Great Northern Highway extension looking north*

### Centrepoint Shopping Centre/Helena Street – Interim Enhancements

Several (relatively low cost) interim enhancements to the Centrepoint Shopping Centre and Helena Street are proposed which can assist in converting the currently blank facades along Helena Street and at the intersection with Victoria Street into a more active urban edge. These interim enhancements protect the ability for a wholesale redevelopment of the Centre at a later stage. These enhancements include:

1. The south-east corner redeveloped with a 2-4 storey office building (as described above) which allows the existing service dock area to be screened from the street. The service dock has been reorganised to allow for trucks to enter from Helena Street and then reverse into the dock after which they can exit via Victoria Street.
2. The existing rubbish bin area along Helena Street is proposed to be screened by locating a small kiosk building(s) within the existing road widening (which is currently developed as a small car park). The kiosk building would enable activation of Helena Street. The former Midland Primary School kindergarten building could be relocated and converted into a kiosk providing for temporary uses such as coffee/muffins.
3. Helena Street and Victoria Street have been redesigned to comprise on-street parallel parking to both sides. The design of this on-street parking enables the same number of bays currently provided for in the existing car park to be retained in the area.
4. The interior of the north-east corner of the shopping centre is proposed to be reorganised to enable the existing blank wall to be opened up onto the corner plaza thereby increasing activity at that location.

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Encourage the redevelopment of the Midland Train Station further south to enable an efficient redevelopment opportunity of the PTA land to be achieved;

- Improve the design of the station to provide for a link with Helena Street and incorporate active uses around the Station without compromising the ability to provide long term rail access to the east;
- Provide for a new multi-deck parking facility on PTA land to cater for park and ride patrons as well as parking for new commercial development;
- Provide for a new north-south street through the Centrepoint Shopping Centre site linking the Midland Train Station with Great Eastern Highway as part of redevelopment of that site;
- Encourage redevelopment of the area to provide for new mixed use development comprising ground floor commercial, office uses with residential apartments on upper floors; and
- Encourage the interim enhancements to improve the Helena Street frontage.

### Key Actions Arising

Implementation of the EbD proposal for this Precinct should require development proposals to adhere to the Project Guiding Principles.

The interim enhancements within the Helena Street road reserve can be progressed independently when funding permits. A more detailed planning framework that could be adopted under the Midland Redevelopment Scheme as a policy should be prepared to guide future improvements.

Facilitating the Centrepoint Shopping Centre redevelopment as per the EbD proposal requires allowing customers to use the PTA car park (as an interim parking facility). This in turn requires park and ride patrons to use a temporary parking facility which could be developed in the rail reserve land east of Helena Street.

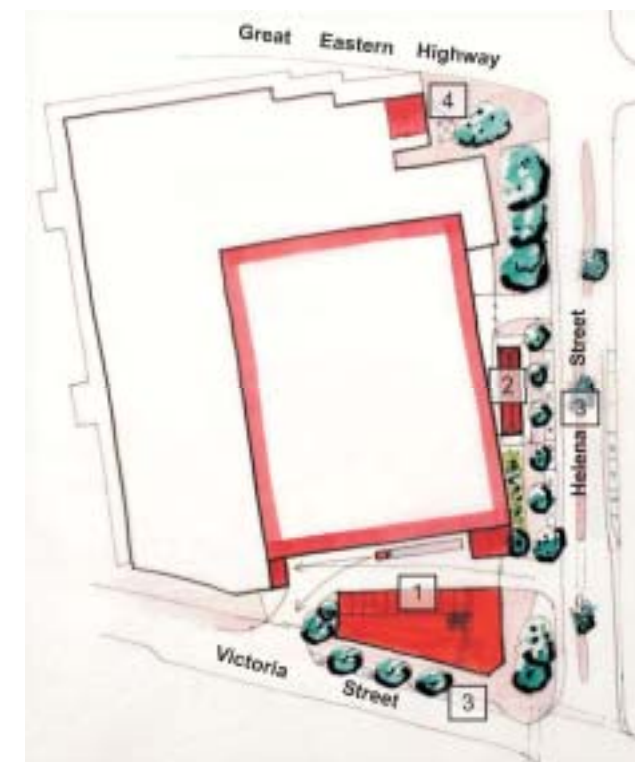
To enable this to occur, the following key steps should be progressed:

- Seek agreement between the PTA and the Centrepoint Shopping Centre landowner enabling reciprocal parking arrangements as part of a staged redevelopment of the shopping centre site; and
- Encourage the PTA to investigate developing the land east of Helena Street as an interim park and ride

facility that can provide parking whilst the Precinct is redeveloped.

Facilitating the redevelopment of the PTA land requires the relocation of the train station further south within the rail reserve. This will allow the PTA site to be developed as proposed. Accordingly the following implementation steps should be progressed:

- Encourage the PTA to relocate the Midland Train Station as per the EbD proposal; and
- Ensure agreements are enacted to enable the new multi-deck parking facility on PTA land to be shared by non-rail users.



*Centrepoint Shopping Centre/Helena Street – Interim Enhancements (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

## MIDLAND'S WEST END



### Precinct Overview, Influences and Objectives

Midland's West End comprises the traditional Midland City Centre including the Old Great Northern Highway shopping, civic and office area. (Note: West End is an unofficial name given to the area by the EbD).

Over the last 10 years and since the 1997 Charrette, the Precinct has undergone various built form improvements. Some new development has occurred as has various superficial building improvements which together have resulted in new tenancies and businesses locating to the area. Despite this though, the area still lacks a distinct role and does not properly integrate with other areas within the broader City Centre.

#### *Low Density Residential Development*

The existing residential areas which are located generally to the west of Spring Park Road (outside of this Precinct) comprise relatively low density, detached dwellings. Within the City Centre proper, residential development is virtually non-existent, despite the area being zoned favourably to allow it to occur. Various issues have contributed to this including low land values, low workforce population, perceived and actual safety/security issues as well as poor public realm amenity, which have resulted in the area being perceived as unattractive to live.

Attracting residents into the City Centre is critical to breathe life and vitality into the area's streets and shops as well as provide for improved day and evening security through casual surveillance.

#### *Poor Circulation, Access and Links within the Precinct and Adjacent Areas*

The Precinct suffers from poor circulation and access due to the lack of through routes within the Precinct and limited direct connections to adjacent City Centre areas (particularly through to the SRRP and the Midland Train Station). Current way-finding and access in and around the area is relatively convoluted with access from Old Great Northern Highway through to Morrison Road/Spring Park Road and beyond virtually non-existent, although an unofficial and informal access link between Old Great Northern Highway through to Spring Park Road and Morrison Road does exist over undeveloped private property and through existing car park areas. The route through the car park (Lot 10 Old Great Northern Highway) accommodates a main Water Authority drain.

Within the Precinct, there is very little direct connection between the City Centre through to the SRRP. This is exacerbated by Morrison Road which currently operates as a high volume, short cut route around the City Centre. The previous Charrette proposal to re-open Great Northern Highway onto Morrison Road is now not considered essential, however there is a need to improve access and visual links to surrounding precincts (particularly the SRRP and the Midland Train Station) to provide improved connectivity.

Improving and providing new and direct links within and to adjacent parts of the City Centre will improve overall circulation and accessibility for pedestrians, cyclists and vehicles. In particular, improving links to the SRRP will provide people with opportunities to access the parklands, ensuring it is a well used public asset, as well as ensuring the Park is properly associated with the City Centre forming part of an integrated urban fabric which each celebrates the other.

#### *Parts of Public Realm Still Unattractive, and Visible Social Problems*

Whilst there are some streets of high visual amenity with reasonable levels of perceived pedestrian safety, many parts of the City Centre's public realm are of poor quality and are

perceived as being relatively unsafe. A lack of quality streetscape enhancements (such as trees, footpaths) together with building frontages that either provide little or no casual surveillance of the public realm have created an unsafe and unattractive environment that does not encourage pedestrian walkability.

The quality and level of perceived safety afforded by the public realm is crucial to ensuring an active, vibrant, safe pedestrian environment that offers opportunities for activities such as walking and social interaction which in turn supports the economic development of the City Centre. In addition to providing streets with attractive streetscape enhancements that encourage pedestrian walkability, buildings should address streets with windows and entrances and clearly define the public/private realm, increasing casual surveillance and thereby enhancing actual and perceived pedestrian safety and security. This problem is fully addressed and documented in the "Midland Public Life and Public Spaces Report" (MRA, 2006).

#### *High Demand for Parking*

As has been described earlier, a limited amount of public parking facilities together with redevelopment and revitalisation efforts over recent years has resulted in increased pressure on parking facilities around the City Centre.

The provision of parking for mixed use development on small sites is generally considered economically unfeasible and compromises the ability to achieve a level of development intensity suitable to a City Centre location.

The provision and management of future parking demand should be accommodated by new public (decked) car parking facilities identified for key locations within the City Centre.

#### *Lack of Precinct Identity*

The dominance of the Midland Gate and Centrepoint Shopping Centres has resulted in a lack of focus in terms of its role and land use mix for this traditional shopping strip. There is a need to clarify a vision for the area that identifies what its role is and what land use mix is appropriate to achieve this.



## The EbD Indicative Design

### Old Great Northern Highway and The Avenue West

The EbD focussed on the provision of multi-deck parking facilities and the creation of new links for the area. Identifying these opportunities was considered essential to facilitating incremental development elsewhere in the area. Whilst it is recognised that some properties are unlikely to be redeveloped over the next 10 years, potential redevelopment opportunities do exist in the area along Old Great Northern Highway, Helena Street and on surrounding streets.

Specific proposals identified for the area include:

### Council Carpark and Associated Developments

1. A new road extension from Old Great Northern Highway north-west through the existing public parking area (which is privately owned) and the existing Police car park to connect with Spring Park Road (and potentially onwards to a new road through the school site, creating a continuous pedestrian link and improved east-west connectivity through to the SRRP). This new road extension would require a land swap with the Police in exchange for parking provided as part of a new decked parking facility. This secure parking would be located and accessed from the parking lane adjacent to the Police facility and linked via a secure built form solution. It is noted that the secure movement of detained persons will need to be resolved as part of the design solution.
2. A new multi-deck car parking facility is proposed behind the existing City of Swan offices (on City of Swan owned land) facilitating the provision of additional well distributed parking for the Midland City Centre. The facility could be developed vertically over time. Single aspect development comprising ground floor retail with commercial/office and residential above is proposed to the edges of the facility fronting Morrison Road and the new east-west road.
3. Expansion of the existing City of Swan offices to front up to Morrison Road to better define the Morrison Road edge.

4. A new 'plaza' pocket park is proposed for the triangular wedge of land created as a result of the new through road. This park which retains some existing trees will serve as a focal point for pedestrians walking between Old Great Northern Highway and Spring Park Road, as well as providing an attractive outlook for new residences to the north-east.
5. New development up to 3 storeys is proposed around the intersection with Old Great Northern Highway and comprising ground floor retail/office with residential above.
6. New commercial/office development at the intersection of Morrison Road and Spring Park Road. This development would activate these streets with the Police parking rationalised.

### Stafford Street Carpark and Associated Developments

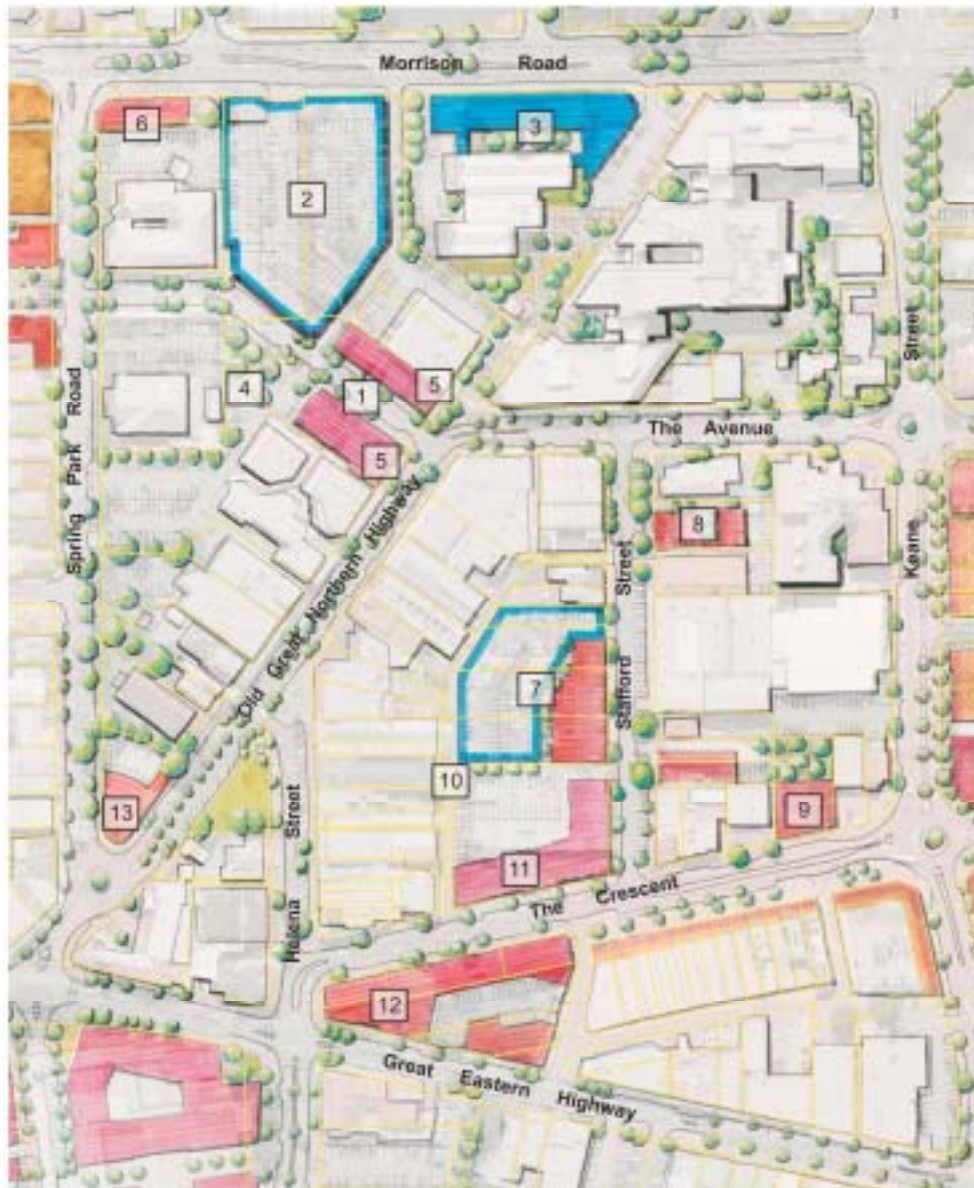
7. A new multi-deck parking facility is identified on the existing Stafford Street car park (which is in private ownership). This could initially be developed as an at-grade facility as part of a 4 storey development fronting Stafford Street comprising 2 levels of office with 2 floors of residential above. This facility could then be developed vertically over time possibly up to 5 levels (resulting in approximately 422 car bays).
8. The existing car park on City of Swan land should be sold to fund other redevelopment works and redeveloped as a 3 storey small office complex.
9. Redevelopment of private property to comprise a multi-level development fronting both The Crescent and Stafford Street, similar to new development opposite. Redevelopment could also include a small pocket park to facilitate the creation of an informal pedestrian link between Stafford and Keane Streets.
10. The creation of a public lane generally in accordance with the Swan Chamber of Commerce proposal. This proposal which is generally supported by adjacent landowners has the potential to become a vibrant laneway with existing and new development opening up on to it and activating the space.

### The Crescent

11. New perimeter block development (with rear parking accessed from the lane) is proposed at No. 3 The Crescent (which is in private ownership) as the street setback of the existing development does not align with the street setbacks of adjoining developments. The rear parking could possibly integrate with the parking facility proposed in Point 7, providing a consolidated key parking facility for the City Centre.
12. Encourage site consolidation and redevelopment that complements existing new development on The Crescent, fronting and activating The Crescent and Great Eastern Highway (this land comprises land owned by the MRA and land under private ownership).

### Carnegie Wedge

13. A new 3-4 storey building is proposed on the former Wesco site (which is owned by the City of Swan) at the intersection of Old Great Northern Highway and Spring Park Road, comprising ground floor commercial with residential above with balconies overlooking Carnegie Park and the Town Hall.



Midland's West End (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Provide for a public multi-deck parking facility in the Stafford Street area as shown on the Indicative Design Concept;
- Retain and provide the capacity for a multi-deck parking facility on the City of Swan owned land west of the City of Swan offices;
- Provide for a new street link between Old Great Northern Highway and Spring Park Road to provide better pedestrian access to the west as well as facilitating vehicular circulation in the City Centre;
- Encourage the City of Swan to build to the north of the existing City of Swan office building to activate and enhance the Morrison Road streetscape;
- Provide for a small 'plaza' pocket park as part of the new road link between Old Great Northern Highway and Spring Park Road to enhance the amenity of the area;
- Provide streetscape enhancements to the City Centre generally;
- Where opportunities exist, encourage businesses to front onto and activate the lane which exists behind the Stafford Street and Helena Street properties; and
- Encourage incremental development (possibly up to 3-4 storeys) with parking located in an off-site multi-deck parking facility, provided via cash-in-lieu. New development should comprise ground floor commercial/business uses which provide for day and night activity. Residential should be provided to upper floors to increase the residential population in the City Centre.

### Key Actions Arising

Implementation of the EbD proposals for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for Midland's West End include the following:

- To enable the new road link between Old Great Northern Highway and Spring Park Road acquisition of privately owned land by the City of Swan will be required;
- Initiate discussions with the Police with a view to seeking agreement on a land swap in exchange for parking provided as part of a new decked parking facility;
- As part of the preparation of a future parking strategy for the Midland City Centre the City of Swan/MRA should develop and implement a system whereby cash-in-lieu payments received from incremental development around the City Centre, fund a new multi-deck parking facility to be located behind the existing City of Swan offices (on City of Swan land) and at the Stafford Street car park;
- Ensure any future expansion of the existing City of Swan offices occurs in a manner whereby it fronts up to Morrison Road to better define the Morrison Road edge;
- Facilitate the creation of a public lane generally in accordance with the Swan Chamber of Commerce proposal behind the properties on the south east side of Old Great Northern Highway;
- The City of Swan land comprising the car park on Stafford Street should be sold by Council and the funds committed to other redevelopment works in the City Centre;
- Undertake structure planning to protect opportunities for new road links;
- Review existing zoning and R-Code provisions and urban conservation controls to encourage residential intensification (where required); and
- Develop design guidelines to facilitate high quality built form.

## FORMER PRIMARY SCHOOL



### Precinct Overview, Influences and Objectives

This Precinct comprises the former Midland Primary School and adjacent properties to the east fronting Spring Park Road.

The Midland Primary School site is one of very few large land parcels within close proximity to the City Centre and therefore represents an important redevelopment opportunity to provide for a level of development intensity that contributes to increasing the residential population of the City Centre. Redevelopment of the school site may assist in providing linkages that connect adjacent surrounding areas of the City Centre more effectively, in particular, providing a better connection between the City Centre (from Spring Park Road) through to the SRRP.

The Midland Primary School site is owned by the Department for Education and Training and whilst no longer used as a primary school is partly occupied by the District Education Office.

There are several existing buildings on the school site which could provide opportunities for re-use, however their retention is considered unlikely given the potential redevelopment opportunities of the site. There is a small kindergarten building, however, at the north-east corner of the Poynton Avenue / William Street intersection which has the potential to be retained (or relocated) for re-use and

which could assist with recognising the site's former use. Several existing mature trees are situated on the school site which should be retained wherever possible to provide amenity and a sense of place for new development.

Land to the south of the school site (which includes the kindergarten building and a portion of the oval associated with the School) is owned by the City of Swan and is currently zoned for car parking purposes. This zoning needs to be reviewed in light of the redevelopment opportunities afforded by the school site.

Abutting the school site to the east are existing privately owned landholdings comprising single storey detached housing fronting Spring Park Road. These properties provide opportunities for low scale redevelopment infill that contribute to the level of development intensity desired for a City Centre location.

The northern portion of the site is affected by road widening associated with Morrison Road, which may prove redundant if previously discussed initiatives are implemented.

Safe and comfortable pedestrian movement along Poynton Avenue is restricted due to the lack of footpaths and streetscape amenity. Additionally, there is a right angled car parking area to the north side of Poynton Avenue, which served the former school. The design of the street needs to be reviewed as part of planning for the area to facilitate pedestrian movement and accommodate on-street parking more efficiently whilst enhancing the amenity of the streetscape.

### The EbD Indicative Design

The EbD investigated a range of scenarios for the area which focussed on providing for a mixed housing development with some home-based business/commercial opportunities along existing and new road links. Specific proposals identified for the area include:

1. New 4-5 storey development (with possibly up to 7 storeys at the north-western end), is proposed on the school site. Development could incorporate a mixture of residential types, possibly including retirement housing with some independent apartments. The development would be serviced by centralised at-grade parking areas as well as semi-basement parking areas throughout the development (as required).

2. If in the future the City decides to remove the current road widening reservation, apartments could be developed up to Morrison Road on existing City of Swan land.
3. Poynton Avenue is proposed to be redeveloped to incorporate a widened footpath and parallel parking to both sides which could provide visitor parking to new 2-3 storey home-based business development along Poynton Avenue.
4. A new road is proposed through the school site heading west from Spring Park Road before turning south and connecting with Poynton Avenue. New 2-3 storey office development is proposed to front the new intersection at Spring Park Road.
5. On the southern side of Poynton Avenue, 2-3 storey mixed use development comprising ground floor commercial with residential above is proposed as a transition between the commercial uses along Great Eastern Highway and the surrounding residential uses. This development is dependant on the 'pairing up' or amalgamation of lots in order to make more efficient use of the land and to maximise development potential.
6. A widening and extension of the existing lane (behind properties situated along the western side of Spring Park Road) could be progressively developed to provide rear access to those properties and to new 2-3 storey townhouse development on the school site.
7. New 2-3 storey townhouses are proposed along the northern side of Poynton Avenue. This development could comprise home-based business development on 11-12 metre wide lots (similar to new development along The Crescent) accessed via a rear laneway. Studios over garages would provide surveillance of the laneway.
8. The provision of a pedestrian path through the school site is proposed as part of a continuous pedestrian link and view corridor between the Midland City Centre and the SRRP.
9. Significant trees should be retained on the site to provide natural amenity.



*View through new apartment development looking towards Morrison Road*

*Former Primary School and Link to Swan River Regional Park (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- A pedestrian pathway should be provided through the School site, linking Spring Park Road with the Morrison Road/William Street intersection (forming part of a larger link between the City Centre and the SRRP);
- The provision of a new street network which enhances the permeability and walkability of the area whilst facilitating small lot development opportunities. Although the exact location and alignment of the internal road network could be detailed differently to that proposed on the indicative design outcomes, the location of the east-west road link connecting to Spring Park Road should be fixed in the location shown on the Indicative Design Concept as this is intended to form part of a direct link through to Old Great Northern Highway;
- A solution should be encouraged regarding the existing lane (serving several properties on Spring Park Road) such that other properties along that road can be provided with rear lane access, facilitating opportunities for infill redevelopment to those properties;
- Poynton Avenue should be reconfigured as a high quality streetscape that provides safe, comfortable pedestrian and vehicular movement (and on-street parking) whilst enhancing the amenity of the area;
- A mix of housing types (possibly to include retirement housing) should be encouraged on the School site due to the locational advantages afforded by the site's proximity to the City Centre;
- Higher scale development (possibly up to a maximum of 6-8 storeys) should be focussed to the north-west corner of the School site, capitalising on views to the SRRP;
- Ground floor business/commercial uses should be encouraged to Spring Park Road. Home based business opportunities should be encouraged along Poynton Avenue; and

- Existing mature trees should be retained where possible.

### Key Actions Arising

Implementation of the EbD proposals for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the former Primary School site include the following:

- Initiate discussions with the Education Department regarding the future of the Primary School site;
- Review existing zoning and R-Code provisions to facilitate mixed use development as proposed under the EbD plan (where required);
- Review existing infrastructure capacity;
- Undertake structure planning to protect opportunities for new road links; and
- Endeavour to implement the road network in the interim if redevelopment is unlikely in the short term.

## POYNTON AVENUE



### Precinct Overview, Influences and Objectives

The Poynton Avenue Precinct comprises land south of Poynton Avenue and east of William Street as well as land fronting Burgess Street.

Existing development in the Precinct generally consists of single storey detached housing on privately owned landholdings. Given their City Centre location and proximity to the Midland Train Station there are opportunities for low scale redevelopment infill that can contribute to the level of development intensity desired in a City Centre location.

The City of Swan has identified the need to review the zoning and develop a redevelopment plan that is appropriate for the Precinct.

### The EbD Indicative Design

The EbD investigated a development scenario for the area which focussed on providing for mixed-use home based business/residential development. Specific proposals identified for the area include:

1. New 2-3 storey mixed-use townhouse development to Poynton Avenue comprising home based businesses to ground floors with residential above. This development is serviced by a rear lane with 2 undercroft parking bays per townhouse.

2. New 2-3 storey mixed-use townhouse development fronting on to William Street and Burgess Street comprising home based businesses to ground floors with residential above. This 'paired up' development is serviced by shared crossovers with rear parking for businesses.
3. A new road is proposed connecting Burgess Street with Williams Street providing improved circulation as well as the ability for new development opportunities in the south of the Precinct.
4. New 2-3 storey townhouse development is proposed in the southern portion of the Precinct accessed via a new road. This 'paired up' development is serviced by shared crossovers with rear parking for residences. Development may be built over the shared accessways.



*Poynton Avenue Precinct (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Provide for a new street link between Burgess Street and William Street to facilitate improved vehicular circulation and pedestrian access in the City Centre; and
- Facilitate new medium density residential development with shared crossovers fronting existing and proposed streets as part of a consolidated redevelopment strategy.

### Key Actions Arising

Implementation of the EbD proposals for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the Poynton Avenue Precinct include the following:

- Review existing zoning and R-Code provisions and urban conservation controls for the residential zoned areas to encourage residential intensification;
- Review existing infrastructure capacity;
- Develop design guidelines to facilitate high quality built form;
- Prepare a redevelopment strategy which identifies new road links and facilitates paired up development with shared crossovers; and
- Undertake structure planning to protect opportunities for new road links.

## MORRISON ROAD ADJOINING DEVELOPMENTS



### Precinct Overview, Influences and Objectives

Existing development along Morrison Road comprises predominantly single storey residential dwellings of varying age and quality. Several houses along Morrison Road are considerably dilapidated and in need of repair and there are some vacant lots.

Investment in the area has been stifled by the ongoing impact of the road widening reservation and the high traffic speeds and volumes (as discussed earlier in this Report). Given its proximity to the City Centre and the Midland Train Station, existing properties along Morrison Road present opportunities for more intensive development. Strategies for redevelopment that can stimulate investment in the area and overcome the urban blight need to be identified.

### The EbD Indicative Design

With regard to development along Morrison Road, the EbD discussed a range of options. Whilst no concept plan was prepared for the area, it was concluded in light of the need to minimise crossovers onto Morrison Road that properties should be developed in pairs (or greater) as part of a redevelopment strategy (refer to Project Guiding Principles and Key Actions Arising below). This is likely to have benefits in terms of yield of units under its R100 zoning and is integral to avoid Morrison Road becoming a 4 lane road.

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Facilitate multi-storey, predominantly residential, development fronting both sides of Morrison Road and respects existing heritage buildings in the area as part of a consolidated redevelopment strategy; and
- Minimise the number of crossovers onto Morrison Road.

### Key Actions Arising

Implementation of the EbD proposals for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for Morrison Road, include the following:

- Review existing zoning and R-Code provisions and urban conservation controls for the residential zoned areas to encourage residential intensification;
- Review existing infrastructure capacity;
- Following identification of the preferred position on the future of Morrison Road, undertake the preparation of a redevelopment strategy for properties along Morrison Road. Such a strategy would involve identifying which properties are best developed together (based on existing redevelopment potential) so as to limit access points and prohibit reversing onto Morrison Road thereby maintaining the efficiency of Morrison Road in the long term as well as providing for on-street parking opportunities. This strategy would include development incentives to create larger development sites with development guided by Detailed Area Plans to achieve high quality built form. Where reduced front setbacks are proposed, new development may require acoustic treatment; and
- Consider a moratorium on redevelopment of single properties.



## SWAN REGIONAL RIVERSIDE PARK AND RELATED DEVELOPMENTS



### Precinct Overview, Influences and Objectives

This Precinct comprises the southern and eastern extents of the SRRP and adjacent residential land in private ownership.

The SRRP comprises approximately 100 hectares of open space located on the Swan River foreshore just west of the Midland City Centre, including Ray Marshall Park.

Historically, a large proportion of the SRRP was in private ownership and utilised for agricultural purposes with parts of the southern area of the site being used for uncontrolled landfill between 1960 and 1985. The land is now in public ownership through the various State Government agencies and the City of Swan and is currently utilised for a range of recreational activities.

In 2005, a Master Plan and Implementation Schedule was adopted by the City of Swan Council and endorsed by the MRA. The Plan aimed to improve the foreshore area to create an outstanding regional parkland, provide for the rehabilitation and protection of natural bushland as well as provide opportunities for interpretation of the site with respect to its Indigenous and European historical significance. The Plan was endorsed by the WAPC on the 5 September 2006 and the Swan River Trust on the 9 July 2007.

The SRRP area and adjacent properties along Harper Street are currently under the MRA's planning jurisdiction, however, it is proposed that they be 'normalised' and handed back to the City of Swan.

Abutting the eastern and southern extents of the SRRP is privately owned land under multiple ownerships. These properties back onto the SRRP resulting in a poor quality interface to the park edge that does not provide adequate levels of surveillance, amenity and safety of the park area.

Due to the area's City Centre location and proximity to the Midland Train Station, there is an opportunity to provide for a level of development intensity on these properties which contributes to and supports the viability and vitality of the City Centre. However, redevelopment of these properties is subject of several constraints including contamination issues associated with the former uncontrolled fill which affects the southern portion of the SRRP site and adjacent rear portions of lots along Harper Street. Additionally various parts of the area are low lying and subject to flooding.

As has been highlighted previously, there is limited direct access to the SRRP from the City Centre due to the extent of private landholdings backing onto the park and lack of publicly accessible road frontage to this area of the park. This could be overcome through the provision of a new road along the park edge which could facilitate public access to the park as well as provide opportunities for infill development to the rear of existing properties which currently back onto the park. This would also improve safety and amenity in the area.

The Blackadder Creek wetland exists to the north of the area (near Elvire Street and within the SRRP) which is likely to be subject to a buffer limiting the extent of development in that area. The SRRP Masterplan identifies an indigenous environmental resource centre in the general vicinity (adjacent to the William Street car park). At the time of the EbD, no detail was available with regard to its location and/or design although a feasibility study was being prepared.

### The EbD Indicative Design

The EbD examined the eastern periphery of the SRRP and the interface with the existing residential area through to Morrison Road.

1. The William Street No. 4 car park (owned by the City and currently used by City and Landgate staff) to the north of the Morrison Road/William Street intersection

has been re-configured to allow for tourist buses and visitor parking.

2. The proposed Indigenous Cultural Centre is located as close to the wetland as possible to maximise its relationship with the natural environment and provide a sanctuary for people to enjoy the natural environment without seeing urban development. The Centre would be connected to the car park via a walkway. This would provide the potential to revegetate the back of the car park to screen houses.
3. A new road link is proposed connecting Harper Street with Morrison Road over public and private land (60 Harper Street). This new road will comprise on-street parking which, if constructed before redevelopment of the William Street No 4 car park, could accommodate parking for that car park thereby enabling its redevelopment.
4. A new park edge road is proposed along the edge of the SRRP site, connecting Harper Street and Bayley Street (the alignment of the northern extent of this road is based on a 15 metre setback from the boundary of the wetland). The new road will provide good connectivity and access from surrounding areas to proposed park destinations to the west (i.e: river major family playground). The road could be designed to be rural in appearance with informal parking opportunities to the park side of the road provided and designed in a manner sympathetic to the park environs (i.e: utilising crushed aggregate). A portion of this road is proposed over private property (No. 59 Harper Street). A land swap to retain the area of Lot 59 would be proposed.
5. New medium density residential development on amalgamated sites is proposed along the new park edge road to the rear of existing houses. This development could possibly be 3-5 storey buildings (comprising grouped town houses or walk up apartments) and will provide increased density and activity fronting the park.
6. Existing large trees have been retained where possible throughout the area.
7. Two new intra-block street links (on Council/Water Corporation land) are proposed connecting the new park edge road with Harper Street. The Water

Corporation pump station has been retained with new development around.

8. A key bike route is proposed along the new park edge road.

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Redevelopment on lots currently backing onto the SRRP should be encouraged to develop to 3-4 storeys and detailed to overlook the park and front a future road;
- Redevelopment on land identified under Point 7 of the Indicative Design should provide for a street link through to the new park edge road;
- The design of the new park edge road should be detailed as a two lane slow speed road with informal parking opportunities for residents and visitors to the area. The road should be landscaped and treed to create a high quality park edge that celebrates the interface with the City Centre urban area to the east; and
- The design and location of the Indigenous Interpretation Centre located on Council land should be reviewed such that it is situated within the wetland landscape possibly on stilts rather than in the car park lot consistent with the feasibility study direction.

### Key Actions Arising

Implementation of the EbD proposals for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the SRRP include the following:

- Review proposals when the study of the extent and type of fill in the area becomes available;
- Prepare a detailed concept plan for the north-eastern corner of the precinct (around the Harper Street cul-de-sac) which details the land swap arrangements, new road links and parking opportunities in that area;
- Undertake detailed structure planning and design with regard to the provision of and protection of new road

links (including the park edge road) and the feasibility or otherwise of effecting land swap/land acquisition of privately owned property where required;

- Review existing zoning and R-Code provisions and investigate the potential for the use of development incentives (e.g: reduced setbacks, bonus plot ratio) to facilitate development on amalgamated sites;
- Develop design guidelines to facilitate high quality built form; and
- Review existing infrastructure capacity.



Swan Regional Riverside Park and Related Developments (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)

## GREAT EASTERN HIGHWAY / VICTORIA STREET EAST



### Precinct Overview, Influences and Objectives

The Great Eastern Highway/Victoria Street East Precinct comprises those properties fronting the portions of Great Eastern Highway/Victoria Street east of Helena Street.

The Precinct is characterised predominantly by adapted low grade, single storey, warehouse sheds and purpose built retail development with extensive areas of car parking. The southern side of Victoria Street (at its eastern end) comprises predominantly residential development, including single storey workers cottage style dwellings, larger houses, walk-up group housing and low budget accommodation with little street presence. There are also several vacant sites within the area.

Generally the streetscape amenity is poor and is dominated by passing traffic resulting in little or no pedestrian activity.

### The EbD Indicative Design

The concept prepared for the Precinct generally represents incremental development and streetscape enhancements which can occur over time as a result of improved vehicle circulation and pedestrian amenity associated with converting Great Eastern Highway and Victoria Street to a two-way road network.

### *Streetscape Amenity as a Result of Two-Waying*

Converting Great Eastern Highway and Victoria Street to a two-way road network with on-street parking and central medians provides opportunities to improve streetscape amenity.

The provision of embayed parking and central medians allows for street planting to be accommodated within these spaces improving the street's visual appeal and amenity for pedestrians.

Additionally, the provision of embayed parking to both sides of the street serves as an interface between pedestrian footpaths and passing traffic providing for a comfortable and safe pedestrian environment.

This improved amenity will foster pedestrian activity which in turn will benefit local businesses.

### *New Infill Development*

1. New infill development is proposed on several vacant sites comprising 2-3 storey mixed use development with ground floor commercial uses at street level and residential uses above and to the rear of properties. Achieving a good and viable outcome may require the development of several existing land parcels at the same time, thereby requiring landowner cooperation. This could be facilitated through joint ventures.
2. A new commercial 'liner' building is proposed on along the northern side of Victoria Street (east of Cale Street) to assist with defining and reinforcing the streetscape at that location. This building could be developed on the corner as a gateway landmark building.

### *Shopfront Improvements*

3. To assist with creating an enhanced streetscape that fosters increased pedestrian activity, pedestrian safety and security, improvements to existing shopfronts should be encouraged. Shopfronts which activate the street will assist with creating a more successful urban environment which will benefit local businesses.

Improvements to shopfronts should include:

- Ensuring the greatest level of business activity is located towards the front of shops to assist with activating the street;

- The provision of uniform setbacks (ideally nil) along the street to clearly define and reinforce the street;
- The provision of shade structures (such as awnings) to provide a comfortable environment for pedestrians; and
- Facades which promote visual richness and which create a strong street presence through appropriately sized windows that frame views into the shop as well as clearly defined entrances that enable safe and comfortable access. These could be provided as part of 2-3 storey redevelopment with residential or commercial above.

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Provide streetscape enhancements along Great Eastern Highway and Victoria Street as part of converting the street network to two way;
- Encourage new 2-3 storey mixed use development infill comprising ground floor street fronted commercial activities with residential apartments above and to the rear of properties; and
- Facilitate improved shopfronts to existing development through a shopfront improvement program and associated design guidelines.

### Key Actions Arising

Implementation of the EbD proposals for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the Precinct include the following:

- Steps should be taken to identify the development of a shopfront improvement program which includes appropriate funding mechanisms to encourage landowners and businesses to redevelop existing shopfronts;
- To facilitate development that achieves the level of intensity desired within the City Centre, the potential for the use of development incentives (e.g: reduced setbacks, bonus plot ratio) should be investigated which can achieve development on amalgamated sites; and
- To facilitate this, a review of existing town planning scheme provisions and design guidelines should be undertaken.



*Great Eastern Highway / Victoria Street East (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*



*Great Eastern Highway looking east*



*Great Eastern Highway looking west*

## MIDLAND GATE



### Precinct Overview, Influences and Objectives

The Midland Gate Precinct occupies land bound by Cale Street to the west, The Crescent to the north, Lloyd Street to the east, and Great Eastern Highway to the south. The Midland Gate Shopping Centre and associated car parking areas occupy most of the Precinct with a Western Power sub-station situated to the north-east corner of the Precinct at the intersection of Lloyd Street and The Crescent.

#### *A Strong and Significant Regional Retail Node*

Midland Gate Shopping Centre represents the largest retail complex in the north-east corridor serving a substantial primary catchment into the hills and beyond. The Centre has a high retail turnover that puts it within the top 10 highest performing centres in Australia.

The Centre is well located, bound by two of the region's major arterials routes in Great Eastern Highway and Lloyd Street, which provide the Centre with exceptional vehicular access which contribute to its successful performance. The Centre's accessibility and strong performance has also had the effect of generating significant traffic in the area as well as a need to provide a significant amount of parking to serve users.

In 2003, Midland Gate expanded its floorspace from 36,000m<sup>2</sup> to 54,000m<sup>2</sup> to include a Big W, cinema, new food court and additional specialty outlets. The expansion resulted in a

better integration with Cale Street and The Crescent with shops provided at street level.

As part of the development approval for this expansion, Midland Gate is obligated to provide a city bus service to overcome the shortfall in parking on the site. This service, which is not yet in operation, is proposed to connect to the Midland Train Station/Bus Interchange and nearby City Centre areas.

Preliminary discussions with centre management have indicated that another expansion could occur in the short-medium term to accommodate a department store.

Midland already exceeds its permissible retail floor space as a Strategic Regional Centre under the Western Australian Planning Commission's Metropolitan Centres Policy which may however restrict any further expansion of Midland Gate.

#### *Impact of Internalisation*

Midland Gate's internalised design and function as an enclosed shopping centre has resulted in the Centre generally turning its back to the public realm (streets). This approach to design is typified by blank building facades to streets and locating car park areas adjacent to major roads, which have the effect of weakening the amenity of the surrounding area.

The recent expansions to the Centre have provided for some limited active frontage along The Crescent and Cale Street, however, the Great Eastern Highway and Lloyd Street edges in particular are very poor. The Great Eastern Highway frontage is dominated by a decked parking facility which has been built right up to the boundary. This structure does not activate the street and creates an imposing environment for pedestrians walking between it and the busy Great Eastern Highway.

Similarly, the Lloyd Street frontage is dominated by a large expanse of open air car parking. As well as creating a barren environment for pedestrians, this area is not visually attractive for visitors approaching the City centre by car from the north and east along Lloyd Street and Great Eastern Highway.

Opportunities exist to redevelop these frontages so that they activate the area and provide for a comfortable urban environment for pedestrians. However these need to be

balanced with the need to consolidate the City Centre rather than fragment it.

#### *Impact of Single Use Shopping Centres*

Midland Gate has been developed over time with the aim of providing only for retail use. This single use culture has resulted in a limited range of land use activities which could otherwise contribute to a vibrant mixed use area.

New trends are occurring as evidenced from examples around Australia and internationally where enclosed shopping centres are being reinvented to include mixed uses and active frontages. This is in response to various benefits afforded by open air, mixed use environments including the ability to deliver five times more non-retail employment opportunities (and which are higher paid) than an enclosed shopping box (Steiner, 2004). Additionally introducing other uses into the area can encourage multiple purpose visits such as leisure, or business trips in addition to shopping. This in turn increases the range of people who visit the area as well as increasing the number of hours per day when activity is taking place which again contributes to enhancing the vibrancy of the area.

Introducing residential uses within the Precinct, possibly as a point of difference to other residential types around the City (i.e: affordable housing, aged persons) could assist with increasing the City Centre's residential population base and diversity. Residential uses in the Precinct would be afforded good access and proximity to shopping and transport services in and around the Precinct. Future expansions of Midland Gate should reflect these principles, in order to enhance the amenity and vibrancy of the area as well as the retail component of the Centre itself.

#### *Lloyd Street Frontage*

The Western Power site to the north-east corner of the Precinct comprises of a regional electricity sub-station. This infrastructure dominates the Lloyd Street frontage and is visually unpleasant for people approaching the City Centre. It is understood that Western Power has committed to close this site now that a site in Hazelmere is operational. The EbD does not support expansion of retail in this direction or along The Crescent as this would further fragment the City Centre.

### The EbD Indicative Design

The EbD investigated development scenarios which focussed on improving the Great Eastern Highway and Lloyd Street frontages whilst providing for a mix of uses that can generate complementary activity. The key feature of the proposal is that car parking and service areas have been retained yet screened from the public realm by new development to provide for attractive and active street frontages, thereby enhancing the amenity of the surrounding area.

Key features of the design are described below.

#### Activating the Great Eastern Highway Frontage

1. New development incorporating active ground floor commercial uses with upper floor offices is proposed along Great Eastern Highway to provide for a built form edge to Great Eastern Highway. Decked parking is located behind this development accessed from internal circulation aisles.
2. New 2-3 storey development is proposed to the south west corner comprising street level retail and upper floor businesses sleeved around existing development. The existing ramp up to the upper deck parking is retained.
3. The existing Rebel Sports store site is proposed to be redeveloped to comprise ground floor businesses with upper floor serviced and/or residential apartments, situated along a new north-south street. This tighter urban street contains a central heavily 'treed' park which together provide amenity for residents.

#### Landmark Development to Great Eastern Highway/Lloyd Street Intersection

4. A landmark office building to Great Eastern Highway/Lloyd Street intersection is proposed to capitalise on the strong movement economy at that location whilst providing for a built form edge to the corner which defines the entrance to the City Centre from the east. This building could be developed to be 4-6 storeys in height with potential views towards the Helena River environs to the south.



*Midland Gate Shopping Centre (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Ensure any future development of the Midland Gate Shopping Centre site activates the Great Eastern Highway and Lloyd Street frontages with non-retail uses;
- Minimise any expansion of the internalised malls;
- Design new development to encourage pedestrian activity on the streets;
- Encourage the development of a landmark building to the south-east corner at the intersection of Great Eastern Highway and Lloyd Street to enhance urban legibility and sense of place; and
- Encourage development which can provide for a range of uses to enhance the vitality of the area.

### Key Actions Arising

Implementation of the EbD proposal for this Precinct should require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the Precinct include the following:

- Undertake structure planning to protect opportunities for new road links; and
- Develop design guidelines to ensure high quality built form.



## BROCKMAN PRECINCT



### Precinct Overview, Influences and Objectives

The Brockman Precinct comprises portions of land around Brockman Road. The area, which is within the City of Swan's planning jurisdiction, was identified for its proximity to the proposed new Health Campus as well as for its representative urban infill development opportunities.

#### *Multiple Landholdings in Private Ownership*

The Precinct is characterised by multiple landholdings in private ownership comprising predominantly low density residential development with some low intensity government and non-government commercial uses. Given its proximity to the City Centre, the Midland Train Station and the proposed Swan Regional Health Campus as well as the Precinct's good accessibility to regional roads, the Precinct presents opportunities for high quality intensive development. The existing 'residential' lot configurations as well as the relatively fragmented landownership is a potential impediment to achieving a level of development intensity desired for a city centre location, hence strategies for redevelopment that can stimulate investment in the area and overcome the urban blight need to be identified.

#### *Locational Benefits Associated with Future Health Campus*

The Swan Regional Health Campus is proposed on land to the south of the Precinct. There are opportunities for new mixed

use development to occur in the area comprising spin off uses associated with the Health Campus including medical businesses, doctor's surgeries, clinics etc., as well as intensive residential development that can increase the City Centre's residential population as well as meeting TOD objectives.

The development of the Health Campus provides opportunities for the provision of short-stay accommodation, which there is a lack of in the City Centre, to cater for visitors from regional and rural areas.

#### *Impact of Future Lloyd Street Underpass*

The proposed Lloyd Street underpass will impact on the Precinct's accessibility particularly the ability to access Railway Parade. Railway Parade current serves as a lower order east-west link between Helena Street and Lloyd Street. It is likely that providing the underpass will necessitate closing or realigning the portion of Railway Parade at Lloyd Street.

The retention of access into the Precinct from Lloyd Street will be important to ensuring a movement economy which facilitates redevelopment opportunities that capitalise on the Health Campus and meet TOD objectives.

### The EbD Indicative Design

The EbD investigated a development scenario which focuses on providing efficient mixed use redevelopment outcomes that capitalises on the Precinct's location within the City Centre. Access into the Precinct from Lloyd Street has been maintained via a new mid-block road link. Key features of the design are described below.

#### *Mixed Use Development*

1. New mixed use development (incorporating ground floor medical specialty facilities and upper floor walk up residential or serviced apartments) up to 3 storeys is proposed generally throughout the Precinct. It is envisaged that the new hospital will provide demand for residential or short-stay apartment development in the area.
2. In order to achieve an efficient development outcome, a 'paired up' redevelopment strategy should be considered for properties within the Precinct. Such a strategy would involve identifying properties with

redevelopment potential that may be amalgamated to enable the creation of development sites of sufficient dimensions. Paired up development has natural benefits however development incentives (such as reduced setbacks, increased plot ratios) could be provided to create larger development sites. Development should be guided by Detailed Area Plans to achieve high quality built form.

#### *East-West Connectivity and Access Maintained*

3. Termination of Railway Parade to facilitate the Lloyd Street underpass (and associated road widening).
4. The provision of a new east-west road linking Lloyd Street with Brockman Road. This new street is located mid block along the existing street block, enabling sufficient depth for new development sites as well as ensuring appropriate intersection spacings along Lloyd Street are achieved.

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Facilitate multi-storey development providing ground floor commercial uses that complement the proposed Health Campus and upper floor residential as part of a consolidated redevelopment strategy; and
- Maintain east-west connectivity to Railway Parade.

### Key Actions Arising

Implementation of the EbD proposal for this Precinct will require development proposals to adhere to the Project Guiding Principles.

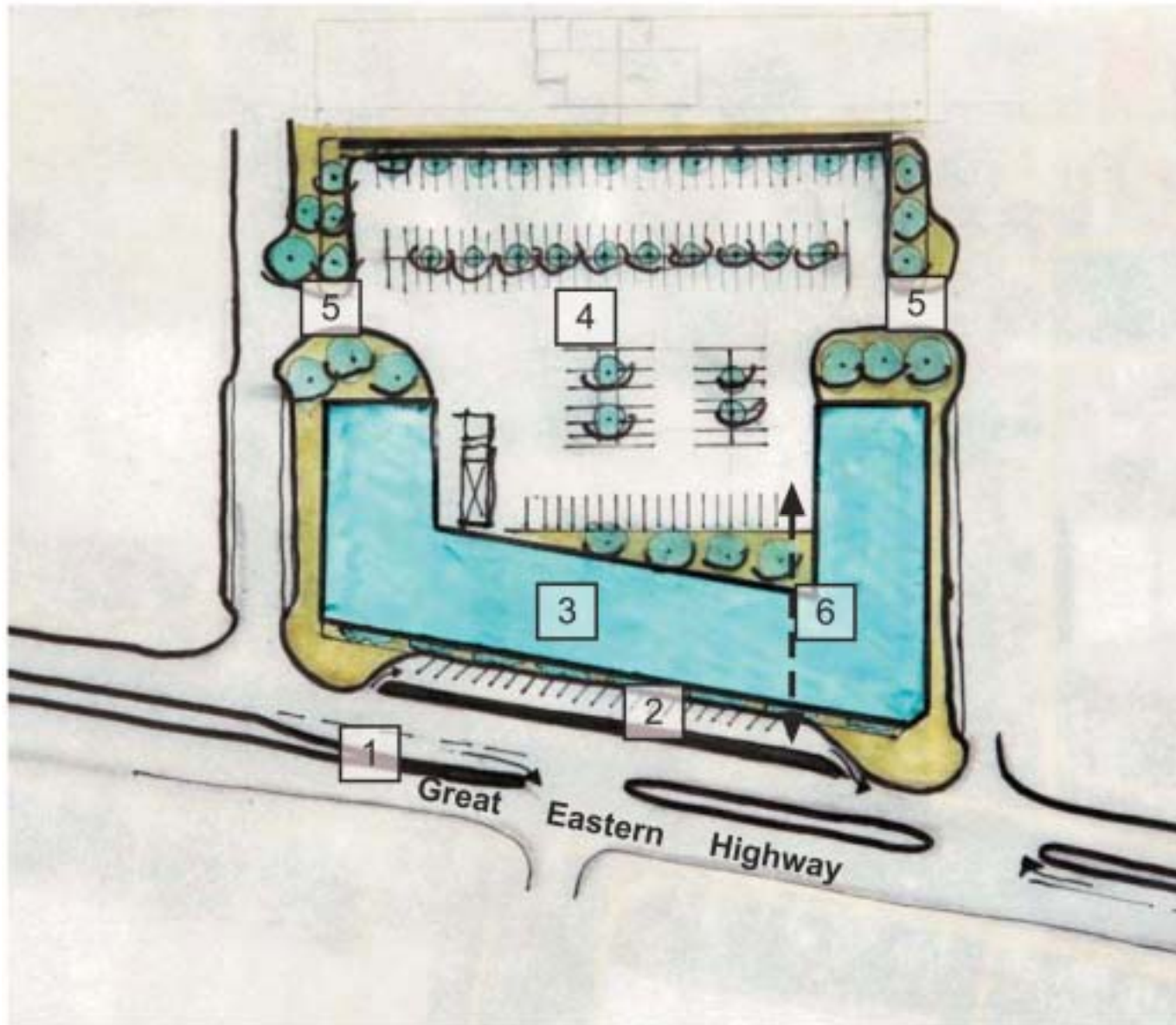
Key implementation tasks identified for the Precinct include the following:

- Undertake structure planning to protect opportunities for new road links;
- To enable a new road link between Lloyd Street and Brockman Road privately owned land will need to be acquired by the City of Swan;
- Enable the development outcomes proposed to be achieved, a redevelopment strategy will be required to be prepared by the City of Swan which facilitates cooperative arrangements and development incentives for landowners; and
- Review existing infrastructure capacity



*Brockman Precinct (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*





*Great Eastern Highway (East of Lloyd Street) (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

### MIDLAND OVAL (SOUTHWEST CORNER)



#### Precinct Overview, Influences and Objectives

The Midland Oval Precinct is bound by Keane Street to the west, Morrison Road to the north, Sayer Street to the east and The Crescent to the south. The Precinct is approximately 11 hectares, of which the City of Swan owns 6 hectares with the remainder under private ownerships. The Precinct, which is within the City of Swan’s planning jurisdiction, comprises the Midland Oval public recreation ground, as well as low-intensity land uses around the perimeter.

Despite its extraordinary potential, the problematic existing urban form and street network of this precinct has resulted in an under-developed and relatively unsafe, unattractive Midland Oval Precinct. The precinct faces the challenge of the multiple small ownerships across the east, south and west of the Midland Oval Precinct to be overcome.

#### The Challenge of Multiple Ownerships, particularly with Southwest Corner

The southwest corner of the Midland Oval Precinct comprises 13 different landowners including the City of Swan, making redevelopment relatively complex (although a normal challenge for inner city redevelopment). Land assembly may be needed, along with considerable Council leadership, in order to achieve a key element of Midland 2017.

The proposed EbD plan and Council enabling mechanisms explained below may be the key to overcoming this multi-ownership impediment and unlocking the major potential of this precinct, whose success will hopefully catalyse a further transformation toward a more vital and prosperous city centre.

Three adjoining properties on the south side of The Avenue, which are worthy of note, have recently undergone various degrees of refurbishment. However, these properties are not crucial to the redevelopment the rest of this area, and the EbD plan works around them.

#### The Objective of Unlocking this Key Catalyst Southwest Corner

The Midland Oval Precinct may be the key catalyst site for Midland’s future mid-rise residential development, whereby Midland should decisively reach a tipping point in development, from two and three-storey walk-ups with at-grade parking, to true city centre with TOD intensities and property values. This includes lifted mid-rise perimeter block developments, with street-level businesses where appropriate, and with apartments and/or offices above, all actively fronting the public realm. Such development

generally needs basement parking, especially for lifted apartments, and intra-block publicly accessible parking for commercial and civic uses.

Midland needs much more residential development to balance its relatively high proportion of local jobs (albeit not enough higher-income knowledge-based jobs). The Midland Oval Precinct has extraordinary potential for such development due to its location within the city centre and its potentially very high amenity. That is, if the Oval Park can be significantly upgraded and actively fronted by mid-rise development as proposed here.

The EbD recognised and concentrated on the southwest corner of the Precinct as a key catalyst area for unlocking the important potential of the Midland Oval Precinct as whole. This is because of the southwest corner’s proximity to the City Centre, its location within a 10-minute walk of the Midland Train Station, because some owners there were evidently keen to redevelop, and because the southwest corner was considered an ideal catalyst site for positive incremental redevelopment of the rest of the precinct.



**Development Feasibility**

For developments to “stack up” financially, they generally need significant on-site and location amenity, sufficient land area to efficiently enable basement parking usually needing 21m-long access ramps (therefore likely land assembly or joint ventures among adjacent landowners), and high yields (density of units per area). This means height, and the EbD was encouraged to investigate and hopefully enable up to six storeys across potentially the whole of the Oval Precinct.

In post-EbD reflection, and in light of Perth’s now chronically high construction costs which tend to limit development feasibility, it may be advisable to consider allowing even taller development, up to the 25m threshold from grade to the entry floor of uppermost premises, as per the Australian Building Code (possibly eight or more storeys). This change at 25m for required fire protection and exiting means a construction type and resultant construction cost threshold, beyond which costs per square metre significantly jump. It may be well advised for the City to consider this height threshold instead of the six storeys discussed during the EbD, so long as such height does not unreasonably overshadow other premises or important public spaces. Such increased height might tip the balance in favour of development feasibility and implementation.

**2007 Masterplan**

In 2006, the City of Swan undertook the preparation of a Masterplan for the Precinct, which proposed mixed-use development at street level with residential above, for up to five storeys with some six-storey residential development along Morrison Road. The Masterplan and draft Outline Development Plan (ODP) underwent extensive community consultation, following which the Council resolved in early 2007 to endorse the Masterplan and support the preparation of a draft ODP, with the view to adopting the ODP once developer contributions were formalised. The EbD was asked to investigate means to jump-start or improve on the Masterplan outcomes.

**Senior Citizens Centre**

As the Swan District’s Senior Citizens Association centre is reportedly in need of an upgrade, there is an opportunity to consider redevelopment of a new facility, which would better integrate with the pocket park to its east. This could be achieved through redeveloping the adjoining Council-owned

gravel car park, between the pocket park and the existing facility, into a new senior citizen’s facility, ideally with several storeys above for seniors. The existing centre could then be demolished, with its land possibly sold to help fund the new centre. Such a redevelopment approach would enable the continued uninterrupted operation of a senior citizen’s facility.

**Need for Intra-block Public Parking**

Under the advertised ODP, the south-west corner was to include a mid-block multi-deck public/private car park, to be funded by cash-in-lieu from developments across the Precinct. The intent was to increase city centre public parking capacity in locally accessible parking structures, in order to stimulate higher density mixed-use development, which would share and fund such parking.

Ironically, this requirement may have impeded the commencement of redevelopment for the Precinct, as it would seemingly require cooperation of all affected properties to implement such a parking structure. Moreover, the current apartment market in Midland does not seem comfortable with using such structures, compared to closer dedicated parking such as basement parking directly beneath the apartments. Fortunately, the EbD was informed that basement parking for lifted apartments is becoming feasible in the city centre, so long as the sites for such basements are large enough to be relatively cost-effective to construct. The EbD plan explained below relies on the market feasibility and appeal of basement parking for lifted apartments, so long as the basement site area can be made large enough to be cost-effective to construct. This assumption will need continual testing as planning for the Precinct proceeds.

**The EbD Indicative Design**

The EbD produced a plan for the southwest corner of the Oval Precinct, which meets all the above-noted expectations of a mid-rise, high amenity, mixed-use, incrementally achievable development, which would actively front both a Midland Oval park and an extension to it, as well as all adjoining streets.

1. The three refurbished buildings along The Avenue are to be retained, as are the two existing very large eucalypts to their south, along with the grove of eucalypts at the south end of the oval (all subject to an arborist’s clean bill of health), along with the adjoining remaining fragment of the historic velodrome.

2. Cale Street is to be extended from The Crescent to the Oval Park, occupying a 20m-wide property already owned by Council. This new street extends the Oval Park’s amenity southward to The Crescent by means of a heavily treed highly walkable street. The street section is an adaptation of Access Street A - Avenue from the Liveable Neighbourhoods Code (October 2007), with three rows of street trees, two in the parallel parking lanes, and a third in a 2m-wide central median.

A key feature of the plan is its ability to be developed by either a single developer or, incrementally and by multiple developers, whilst achieving a level of development intensity appropriate for its City Centre location.

**A New Senior Citizens Centre with Senior Apartments Above**

3. New mid-rise residential with some seniors development is proposed to overlook the ‘pocket park’ on the southwest corner of the Oval Park, providing for good passive surveillance and levels of security at all hours.

A new Swan District Senior Citizens Centre is proposed to be developed over the existing gravel car park (Lot 63 and owned by Council) just to the west of the pocket park and east of the existing senior citizen’s facility. This development is proposed to include at least 5 floors of seniors apartments atop the new senior citizen’s centre, each apartment with a spacious private balcony and about half of them directly overlooking the park. A land swap is proposed for these two lots between the Council and the Seniors Association.

Once the new development has been completed on Council’s gravel carpark, then the Seniors Association would take possession of their new centre, and Council would take over the old seniors centre, to be demolished and replaced with more basement and shared intra-block parking (in part for guests of the new seniors centre).

**Midland Oval Park Extension**

4. Another key feature of the design is the 12m-wide extension of Oval Park to Keane Street, which enables properties either side to front this amenity and

hopefully to gain enough value to help fund the cost of constructing that park extension. The public park extension also gives a public address to the proposed dwellings that front it, meaning they may be subdivided and sold as three-storey fee-simple terrace apartments, with private garages accessed from the intra-block parking. There are many reasons for this park extension and its location.

Firstly, the park extension brings park amenity out to Keane Street to enhance that street, while also alerting visitors to the pleasures of an improved Midland Oval, a park that is not otherwise particularly well exposed for city visitors who do not know of the park already.

Secondly, the size of the area defined by The Avenue, The Crescent, Keane Street and the Park is so large that, without this park extension, all inward-looking rooms of apartments along these street frontages would be overlooking a large empty expanse of carpark. EbD design investigations determined that the smaller but connected 'parking courtyards' on the plan would be sufficient for local commercial, civic and visitor parking needs, while simultaneously producing highly appealing spaces for the inner-facing apartment rooms to overlook. Thus this park extension adds to the amenity of all the apartments in this southwest corner.

Thirdly, the park extension is located optimally to enable efficient development (hopefully of joined parcels), both for the intra-block parking courts, as well as for the apartment buildings as shown. The park extension occupies Lot 6 (see ownership plan), then crosses a private right of way and then Lot 66, before reaching Council property. All of these owners would benefit from cooperating to facilitate this park extension. This is because these lots are so deep that, without this internal public amenity, the inner areas of these deep lots would have little hope of being developed to optimise their full potential. Of course, it will fall appropriately to Council to facilitate this cooperation and implement this scheme, which is self-evidently to the benefit of both the City and the affected private owners.

This park extension would sit above the private basement carpark extending beneath it (to optimise construction cost efficiencies for the basement in terms of good shared access and minimal ramps). Because of the basement below, this park extension would not have large trees. The green structures shown on the walkway in the plan are pergolas with vines for shade over seating areas, barbies, and so forth. Small shade pavilions or gazebos might also be nice there.

#### ***Terraces or Walk-ups over the Basement Parking***

5. Mid-rise buildings fronting this narrow park extension would be too dominant and cast too much shadow. Instead, fee-simple terraces or apartments of up to three storeys may frame this parkway extension, with private tuck-under garages (and rubbish collection via the parking courtyards). Because the basement parking would extend beneath this park extension and its adjoining premises, these buildings could also receive lifts from the basement parking, if their developers found this to be appropriate for the market at the time of their development.

#### ***Appropriate 12-meter Width***

6. The width of this park extension has been carefully considered to ensure that comfortable levels of privacy are achieved, whilst providing an appropriate level of amenity for new residents overlooking the space. The ground floors of these dwellings should be positioned about 600mm above the finished parkland grade, so as to heighten the sense of privacy between residents and users of this park extension, possibly with disabled access for one or more of those ground-level flats, with apartments above. A distance of 12m between private room windows of differing dwellings is widely seen as a comfortable minimum dimension, and the EbD team tested this in 'real space'. Any sceptics of this distance should sample this dimension in actual places, and should recognise that a wider space would probably cost more and reduce yields and development feasibility.

#### ***Apartment Development east of Park Extension***

7. The area situated immediately to the south of the pocket park (including the L-shaped building in the

plan) is considered to represent one of the best opportunities to provide for a mid-rise residential development within the City Centre. Along with its attractive City Centre location so close to shopping and commercial precincts, it also enjoys a sunny aspect overlooking the pocket park, suggesting another development of at least six storeys.

#### ***Car Parking***

Sufficient, accessible and legible parking, at ratios appropriate for a city centre TOD, is crucial to the success of this plan.

#### ***Basement Parking***

The indicative car parking design provides incrementally developable basement parking, beneath shared at-grade intra-block parking for commercial, civic and residential guest parking. The basement parking as drawn would have enough spaces for more than six storeys of dedicated private residential development, at an appropriate TOD parking ratio of one space per dwelling, with no required guest parking.

The key success factor for the incrementally developable basement parking is properly located shared ramps, as well as lifts serving development across combined parcels, both of which are key to making the construction costs feasible for the project as a whole. As shown in the basement plan and main plan, each ramp needs to be located adjacent to a shared property boundary, so that one owner can build its increment first, knowing that the adjoining owner (and others nearby that develop later) will contribute to the cost of that ramp, in return for its use (as per a proposed Council mechanism). For example, a ramp is shown adjacent to the southern side of the park extension to Keane Street, which is at a shared property boundary. This means that Lots 87 and 89 (ideally along with Lots 7 and 8), under single or cooperative ownership, may develop first if it wishes.

The basement plan shown is indicative of a 'final plan, which Council should adapt incrementally as development occurs. The double-headed arrows indicate required access among the various land

parcels to enable an efficient basement carpark with minimal ramps. The ramp from Keane Street is located so as to enable a hypothetical first development of lots 87, 89, 7 and 8, whose basement would eventually connect to developments of lots 66, 6 and 5, and so forth. The ramp from the Cale Street extension is not ideally located to optimise the car parking layout, and this should be corrected when a forthcoming development for that area arrives at Council.

The northwest corner of the basement carpark extends into lots 1, 2 and 3, but no further than their current at-grade parking extends, so that the existing buildings on those lots would not be affected by the basement construction. Extending the basement parking to this northwest corner is in the long-term interest of lots 1, 2 and 3, which might want eventually to redevelop to denser premises, which could capitalise on access to and use of this basement carpark. These parcels are otherwise too small for their own ramps to basement parking, or even for significant intra-block parking, which makes this shared basement approach potentially crucial to longer-term redevelopment potential and property values of these three lots.

#### *Intra-block At-grade 'Parking Courtyards'*

8. Several high amenity intra-block at-grade 'parking courtyards' within the perimeter block developments provide adequate local shared public parking for the Precinct, instead of the large parking structure envisioned in the draft ODP. Such surface parking, in combination with basement parking across the whole of the Midland Oval development, may obviate the need for structured car parks in this part of the City.

Access to the shared at-grade intra-block high amenity 'parking courts' is from The Avenue, the Cale Street extension and from Keane Street. These accesses must be positioned to be legible to visitors, and these parking areas need to legibly link to each other, so that if one parking courtyard is full, visitors can easily find more parking in adjacent areas. For example, the car park accesses either side of the Cale Street extension are visibly linked, as shown on the plan.

'Tuck-under parking' is proposed to line the entirety of this perimeter block development, increasing parking capacity while ensuring private parking for any developments without lifts from the basement carpark. This is why the plan shows parking aisles along the inside face of the perimeter block development throughout. These parking aisles should be either public lanes or should ensure a permanent right of access for adjoining 'tuck-under parking'. Moreover, the tuck-under parking along development that fronts Keane Street and The Crescent is there to ensure that street-level commercial premises front onto the streets, rather than facing the intra-block carpark instead.

#### *Reduced TOD Parking Ratios for Office, Civic Uses and Visitors*

The maximum parking ratio for intra-block as well as adjoining on-street parking should not exceed a rate of 2 spaces per 100sqm (maybe even less) of commercial or civic premises within this development.

#### *Legal Mechanisms from Council are highly recommended*

Developing the parking in this manner would almost surely require Council to effect, promote and administer a legal agreement (probably as a condition of development approval) whereby developers/landowners must build and locate sharable ramps, with assured and equitable compensation by future adjoining developers to the initial developer. Agreements would also need to provide for shared rights of access throughout the basement carpark. Basement parking spaces would be dedicated to and probably owned by specific apartments above (and possibly some excess parking spaces might be owned or rented by office users, as well). Basement parking is ideal for such private parking amenity with lifts, while the at-grade intra-block and on-street parking are ideal for shared public parking for commercial uses.

Council should also enact a parking mechanism for development of the properly located, sized and linked 'parking courtyards'. The mechanism should determine the proportional construction cost to be born by each land parcel of this southwest corner of the Midland Oval Precinct. The mechanism should

specify the sharing arrangement, and the provision of parking aisles alongside the inside of all perimeter block development, as shown on the plan, to ensure access for the tuck-under parking noted above.

Council should also devise an incentive for land assembly of adjoining parcels, to reward those owners for cooperating with and/or selling to neighbours or other developers. Escalating incentives for the combining of at least three adjoining parcels (by land assembly or joint venture), might include an accelerated development application review, and/or reduced in-lieu parking costs or parking ratios, and/or a tax break for a period of time, and/or reduced development fees, etc. Such incentives are justified because they may be a necessary key to unlocking the full potential of the Midland Oval Precinct.

#### *The Crescent Frontage*

9. Development along The Crescent between Keane and the Cale Street extension could be six storeys (and possibly as tall as the 25m threshold of the Building Code of Australia as noted above) of predominantly lifted apartments, perhaps with higher-end penthouse apartments, which might be two storeys with private stairways (see perspective sketch). The street-level should be business (mostly smaller office) premises, due to its frontage along relatively busy and commercial frontages of The Crescent across from Midland Gate. The key corner of Keane and The Crescent is the best candidate for a retail premise (possibly a café or restaurant), although more retail could evolve along The Crescent frontage, which would also be a gain for Midland.

#### *Keane Street Frontage*

10. Basement and intra-block at-grade parking for this frontage potentially has the capacity for six or more storeys of apartments, as well, although this frontage might also graduate downwards toward The Avenue's smaller buildings. The only required gap in this building frontage is the access to the park extension and the adjoining driveways into the intra-block parking areas north and south of that gap. This frontage should also have tuck-under parking in the



rear, with the ensured long-term vehicular access noted above.

#### Developments East of Cale Street

11.

Multi-storey mixed-use development is proposed east of the Cale Street extension, similar to that proposed above for The Crescent, again with ground floor commercial tenancies along The Crescent, and upper-level dwellings and/or offices above, and serviced by an intra-block at-grade carpark with tuck-under parking (at least). Whilst this site should be developed as a multi-storey development, it might not be as tall as development west of Cale Street, solely because the site is smaller, meaning a basement carpark may be harder to achieve cost-effectively.

However, if development west of Cale Street were to take place first, and if it were very successful financially, then nearby property values might rise to justify and inspire a basement carpark also for east of the Cale Street extension, enabling lifted apartments of about the same height. Moreover, development might achieve greater heights and yields, if cash-in-lieu were to be paid for required parking, and if the apartment market could accept slightly remote dedicated parking, and/or if the development were predominantly commercial, which is generally more accepting of off-site parking.



Midland Oval (Southwest Corner) - Basement and Intra-block Parking Configuration



Midland Oval (Southwest Corner) (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)



View from Keane Street/The Crescent intersection looking

### Project Guiding Principles

Along with the Council incentives for possible land assembly and for adjoining owner cooperation, and the Council mechanisms for the intra-block and basement parking, the following design brief should govern development of the southwest corner of the Midland Oval Precinct.

- All new development shall be contiguous perimeter block development, generally with no set-back from public streets and spaces, including the new park extension, and direct access to private garages is prohibited along any public street or space. No gaps between buildings shall be permitted in the perimeter block development along The Crescent. At least the top floors should typically be for residential use to ensure night-time presence and resultant safety;
- All new development will actively front (as defined under the Glossary) all public streets and spaces, including the new park extension;
- The Cale Street extension to the improved Midland Oval Park to be implemented, as soon as properties either side of that parcel are approved for development, and those properties shall actively front this new street;
- All street-level development fronting The Crescent shall be designed for disabled access for commercial premises as per the Australian Building Code. Street-level development fronting Keane Street may be either commercial or residential or civic in use, but in all cases it must include tuck-under parking in the rear, to be accessed via the intra-block parking as indicatively shown on the plan;
- Development is encouraged to maximise density within the context of this design brief, up to the 25m fire protection threshold, between finished grade and the entry levels of top floors, as per the Australian Building Code;
- Every upper-level apartment shall have at least one private balcony adjoining a living area, and the usable area of that balcony shall be at least 8sqm, with a minimum depth of 2m (big enough for a table and four chairs);

- Higher-end penthouse apartments are encouraged, with roof terraces (at least 2.5m-deep) with large potted trees, and these premises may be two storeys with private internal stairs;
- More prominent building forms are encouraged at key corners including at the intersection of Keane Street and The Crescent, at both corners of the intersection of the Cale Street extension and The Crescent, and at all three corners of buildings fronting the 'Pocket Park' in the southwest corner of the Oval Park; and
- Parking shall be provided, as a maximum, at the following ratios per use:
  1. private space per apartment, regardless of size, with no dedicated guest parking (0.5 private spaces per apartment designed for retirees or seniors);
  2. publicly accessible spaces per 100sqm of gross leasable office or retail premises, and these spaces would come from a shared pool of nearby intra-block parking courts and on-street parking adjoining the precinct;
  3. parking spaces required for civic uses, whose activities usually do not take place during periods of peak parking demand,

### Key Actions Arising

Implementation of the EbD proposal for the south-west corner of the Precinct will require development proposals to adhere to the Project Guiding Principles.

Redevelopment of the Precinct to reach its full and desired potential, such as the plan shown, will require very strong Council leadership, including promotion of this scheme, preparation of the recommended Council mechanisms for parking and density incentives, and proactive Council negotiation with landowners to get them to cooperate in shared development, and/or to sell to others to achieve the recommended outcome. Such a strong push from Council at this may be politically defensible and financially justified, as the recommended outcomes would so benefit the City, and may also significantly benefit the relevant owners. Without this leadership, this plan probably cannot be implemented. Due to the complexities of the site, and the aspirations of this part of the Midland 2017 Challenge, no other means or plan seems to be possible. And the lack of activity for the precinct

thus far may indicate that without a strong Council push, the full potential of this precinct, and the positive spin-offs from its redevelopment for the rest of the city centre, may not eventuate.

For reasons explained above, the likely staging of development for the Midland Oval Precinct as a whole is envisaged to start with to the southwest corner, probably with some land assembly. However, this is not imperative. What the EbD outcomes also highlight is the need to reconsider the adopted Masterplan and draft ODP.

## HEALTH CAMPUS AND WAP SITE



### Precinct Overview, Influences and Objectives

The Precinct comprises land east of Centennial Place up to Lloyd Street and includes the WAP site (bound by Centennial Place, Clayton Street, Lloyd Street and the Helena River), and the proposed Midland Health Campus (bound by Centennial Place, Clayton Street, Lloyd Street and the Railway).

In 1999, the WAP committed to establishing a number of key police operations on the site, including communications, forensics as well as adaptation of the Flanging Shop for traffic operations. Since then, the WAP have been developing the facility which has included the construction of the State Communications Centre building completed in mid-2001. The design of the three-storey building incorporates sympathetic adaptation of two Heritage Workshops buildings, the Flanging Shop and Block 3.

Additional facilities for other police operations including emergency and mounted/canine sections have previously been identified for the site.

The WAP facilities will eventually accommodate up to 600 employees.

In 2005, the State Government committed to the development of a new regional health facility on the land north of Clayton Street and west of Lloyd Street. The campus is being planned as a health precinct (rather than a more traditional hospital campus) and will incorporate a comprehensive range of

medical services including a 24 hour emergency department and critical care unit, as well as general/day surgery, paediatrics, orthopaedics, gynaecology and maternity services.

The hospital will be constructed in two stages. Stage one will comprise 331 beds and a staff workforce of 1200 people and is expected to open in 2012. Stage two will increase the number of beds to approximately 450 and incorporate a teaching hospital and an ultimate staff workforce of around 2500 people and is expected to be completed by 2020 (although this stage is not funded).

A large number of clients from the Wheatbelt area will access the Midland Health Campus providing an opportunity for Midland to economically benefit from these visitors.

To date, a reference group has been established and a draft Masterplan prepared for business case purposes to Treasury. An integrated transport study is underway by MRA/Department of Health to serve both Health Campus project's planning and clearing of subdivision conditions for Workshops Village.

With regard to Lloyd Street, political decisions/backing is required to finalise Lloyd Street infrastructure (underpass, bridge etc).

#### *Health Campus Program*

As the Health Department of Western Australia is yet to commence detailed planning and design for the health campus, there are opportunities to examine possible built form outcomes and design principles which optimise the internal layout of the campus and its integration with surrounding land use and development.

One of the key considerations for planning for the health campus is the provision of access and, in particular, emergency access into the campus. Access into the campus is influenced in this instance by several external transport issues requiring resolution.

There is the possibility that Clayton Street will need to be widened and re-designed to accommodate anticipated future traffic volumes.

Emergency access to the campus from the north-east is currently going to be restricted by the Lloyd Street at-grade rail crossing. Currently an emergency vehicle will be required to wait for up to several minutes for a passing freight train.

For this reason, there is a strong desire to ensure Lloyd Street can be grade separated thereby enabling direct access into the campus from the north-eastern areas.

With regard to internal site planning and design of the campus, several issues exist and which need to be considered.

With the internal road layout, there is the opportunity for Cowie Place to extend and connect with Yelverton Drive along the northern boundary of the site to provide access to the northern portion of the site from these roads.

The provision of access through the site is subject to several influences including location of entrances, access to emergency departments as well as access to on-site parking areas for staff and visitors.

With regard to the provision of parking, the Health Department has indicated that it is not in a position to construct the number of car bays required to accommodate the ultimate workforce envisaged for the campus. Additionally, past surveys of other health campuses indicate that around 40% of hospital staff arrive by public transport.

For this reason, it is essential that other modes of transport integrate with the campus including appropriately located cycle paths, possible CAT bus provision and possible pedestrian links over the rail (subject to liaison with PTA/Westnet).

The design and layout of institutional use buildings are typically influenced by their internal functions. Buildings are typically monolithic in form and sprawled over large areas in a campus style development with limited regard for the public realm.

Planning for the site should ensure building design and layouts provide for a strong relationship with the public realm. The design and location of car parking areas should ensure good access whilst not undermining the urban streetscape.

Providing for multistorey buildings has several benefits including ensuring internal departments are efficiently integrated as well as considerably reducing the size of the building footprint resulting in possible future development options for excess areas.

Planning for the site should ensure new development and internal layouts create effective linkages and relationships to surrounding land use and development is achieved.

#### ***WAP Program***

The WAP are currently reviewing their Masterplan for the site in light of several changes to their Program. These include the horse and canine sections now not locating on the site, a need to locate a storage facility for the purpose of storing proceeds of crime and approximately 400 extra car spaces identified under the current WAP Masterplan now not being required.

The land set aside for the horse and canine sections is generally located either side of Lloyd Street and comprises the man-made bunds constructed of land extracted from the Railway Workshops site as part of the remediation of that site. Accordingly these bunds contain low level contamination and geologically unstable soils.

In light of these reduced spatial needs, there is the possibility for surplus land to be made available for other uses.

As part of any planning for the WAP site, there is a key requirement by the WAP to ensure a high level of security is achieved in site planning and building design. It should be noted that security along southern boundary to WAP site is currently achieved via a chain link fence.

Notwithstanding this, there is a desire by the MRA to ensure that built form outcomes on the WAP site, particularly along the Centennial Place frontage, respect Workshops built form. Along the Lloyd Street frontage is a recently constructed 132kV underground powerline and easement.

#### ***Lloyd Street South Extension and Development as a Major Business Boulevard and Entry from South to City***

In light of the WAP revised Program and reduced spatial needs, there is the possibility (if the WAP are supportive) for the surplus land (which also comprise the contaminated bunds) along the Lloyd Street south extension to be made available for other uses.

The removal of the bunds is likely to be expensive however the recent development of new bulky goods showrooms around the Clayton Street and Lloyd Street intersection may have ensured sufficient increases in land value which could enable the bunds to be removed whilst retaining the ability to achieve a viable development.

Redeveloping the land either side of Lloyd Street provides opportunities to facilitate new development which extends on the existing showroom development around the Clayton Street and Lloyd Street intersection as well as serving to define the gateway entrance to the City Centre from the south.

In time, this area could be developed into a major business boulevard comprising office uses which capitalise on the accessibility and movement economy afforded by Lloyd Street.

#### ***Synergies Among Uses***

The Workshops with the Health Campus and WAP site has a range of uses that start to form synergies with each other. The day time employment base creates the demand for cafes and restaurants whilst the hospital is likely to have spin offs in terms of demand for middle and high end residential accommodation, retail uses and like support services. Education uses are likely to be attracted to the Workshops for the benefits of providing on the job training and collaborative research with similar spin offs in terms of demand for cafes and more accommodation. The presence of the WAP increases the sense of safety and visitors to the showroom/retail stores may become familiar with Midland and be attracted to visit for entertainment and possibly see the benefits of moving to the area to live or work.

These synergies need to be supported by maximising the range of development sites and types of occupiable spaces in the Workshops Village.

#### ***Passive Surveillance***

The institutional uses in the Precinct are typically accommodated in buildings which do not provide good passive surveillance of adjacent public areas.

Additionally, in this instance, the lack of direct public access to the Helena River foreshore area south of the WAP site has the potential to compromise safety and security in that area.

Planning for the Precinct should ensure that the siting and design of new development can provide passive surveillance opportunities through providing publicly accessible roads and appropriately designed buildings which front on to open space areas.

#### ***Amenity to Augment Rest of Midland***

Midland has been through several tough decades where its reputation and level of economic investment in the area has been relatively low. As a result much of its natural quality has become hidden and forgotten.

A significant investment is needed over time to bring Midland up to the standard it should be. Much of this investment will be incremental due to the small lot ownership in the City Centre, existing leases and residual value of existing development. Redevelopment of the former Railway Workshops land represents an opportunity to bring a high level of amenity to the area and jump-start Midland.

#### ***Eastern Brickworks Buffer***

A 500 metre buffer applies to the Metro Brick brickworks (located immediately south east of the Railway Workshops site), which precludes residential development from locating within the area. This buffer has dictated planning for the area which includes bulky goods retail and light industrial uses as well as the WAP facility and proposed health campus.

As the brickworks is likely to continue to operate for the foreseeable future, these current uses could be considered as holding uses until such time (maybe 20 years from now), the brickworks might relocate and free up that area for greater intensification, perhaps concurrent with the extension of the metropolitan rail network. Consideration for available redevelopment opportunities within the buffer area should be examined that is complementary to existing development and use in the area.

## The EbD Indicative Design

### Health Campus

The concept proposed for the health campus represents a schematic multi-storey development designed to efficiently accommodate hospital access needs and Program requirements.

Ideally development would be 3-5 storeys with possible basement development (for functions such as operating theatres), however there is the potential to compress the footprint via achieving higher development thereby freeing up land for other development opportunities.

1. The concept represents an efficient approach to design as it enables one intra hospital department to be accommodated per floor (grouped around the courtyards). Corridors are double loaded overlooking courtyards to the north and Yelverton Drive to the south. The design of ground floors will ensure activation of the street.
2. Treed/landscaped north-facing courtyards are provided to enable internal areas access to natural light as well as providing as a relatively peaceful healing environment for patients.
3. It is envisaged that there would be a general gravitation of hospital uses to the west with the main entrance and administration component located at the western end, providing a good relationship to development/uses within the adjacent Workshop Block buildings, as well as being in proximity to the Midland Train Station. There is also the opportunity to enable private medical offices and other ancillary uses to locate at this end and west of Centennial Place.
4. The detached development to the eastern end is envisaged to accommodate mental health services (as per the Program).
5. Two way vehicular access is provided throughout. A new road accessed from a new roundabout on Clayton Street Drive provides emergency access and patient pick-up/drop-off to the eastern end of the main building as well as providing a link through to the service road located along the rail corridor boundary. Whilst these roads could be private roads, providing

them as public roads can ensure long term accessibility through the precinct is secured.

6. An at-grade car park for approximately 460 cars is proposed to the north of the site behind development and serving as a buffer to the rail noise and vibration impacts associated with the freight rail line. Access to the car park is provided by Clayton Street as well as a new road along the rail line connecting Cowie Place and Centennial Place. This parking could be decked, initially or developed later, however its design should not compromise northern solar access to the hospital building.
7. The vacant site to the east represents a development opportunity for a complementary use and could serve as a possible fall back for additional parking should it be required.
8. A pedestrian rail crossing is proposed at Cale Street. This access point, which is 800m from Lloyd Street and Helena Street, will improve accessibility between areas north and south of the rail as well as assisting with stimulating business viability and amenity of surrounding businesses. Additionally the Lloyd Street underpass should provide for a pedestrian crossing.
9. Clayton Street is redesigned to comprise a 5 metre median with a 5 metre pavement, 2.5 metre parallel parking lane and a 2.5 metre verge to both sides.

### Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Encourage new development to front existing streets and public areas;
- Encourage car parking for new development to be located to the rear of development and screened from public view; and
- Encourage more 'active' hospital uses to be located to the western end of the site to generate activity at that location.

### Key Actions Arising

Implementation of the EbD proposal for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the Precinct include the following:

- Ongoing liaison by the MRA with the Health Department should continue in this regard; and
- Finalise the Transport Study and implement new Clayton Street road layout.



Health Campus (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)

**WAP and Helena River Frontage**

The concept proposed for the WAP site reflects new opportunities in response to the WAP's revised development program and spatial requirements as well as a need to activate the Helena River foreshore area. The concept prepared during the EbD identified (in addition to new police development) a residential building at the south-western of the WAP site and showroom/office development fronting the western side of Lloyd Street.

In discussions following the EbD, the WAP stated that they do not support these components. The WAP did indicate however they will support the inclusion of a foreshore road along the river edge.

Accordingly a revised plan was prepared post the EbD which proposes future development on the WAP site fronting the foreshore road to assist with creating an urban edge, to provide surveillance of the road and assisting in providing a safe environment for users. The WAP have indicated that they will work towards this outcome. Details of the concept are described below.

1. The Helena River frontage has been activated through the provision of a foreshore road connecting Lloyd Street and the southern portion of the Workshops Village. This road will reduce the burden on Clayton Street and facilitate good access to the WAP site and the southern edge of the Workshops Village as well as enhancing the amenity of the foreshore area.
2. New police development is proposed to the centre of the site along the new foreshore road. This development will activate the northern side of the Helena River and promote passive surveillance of the river environs. This development could contain less sensitive uses of WAP development possibly located behind this building (i.e: fencing).
3. The Lloyd Street frontage is proposed as a business boulevard comprising new WAP development (with less sensitive uses) fronting the western side of Lloyd Street and two storey showroom development fronting the eastern side, which could be developed into office uses in the long term. These buildings are setback from Lloyd Street to accommodate a service road and avoid the power easement to the west of Lloyd Street. This development will enable Lloyd Street to be activated as well as serving to define the gateway

entrance to the City Centre from the south. This assumes the large contaminated bunds either side of Lloyd Street are financially feasible to relocate.

4. Additional WAP development designed to front streets (where possible) to promote passive surveillance of the public realm.
5. An improved parking arrangement is proposed to Centennial Place through the relocation of the existing trees and a realignment of the road to allow for better on-street parking. This parking is located to the western side of the road and within the median, but not on the east side so as to maintain the WAP site security requirements.

**Project Guiding Principles**

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Encourage the provision of a public road to the Helena River foreshore area as part of redevelopment of the site;
- Front new development onto the new road; and
- Encourage new development along Lloyd Street to front up to that street.

**Key Actions Arising**

Implementation of the EbD proposal for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Key implementation tasks identified for the Precinct include the following:

- Ongoing liaison by the MRA with the WAP should continue in this regard; and
- Finalise the Transport Study and implement new Clayton Street road layout.



WAP and Helena River Frontage (post-EbD concept) (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)





between the Coal Dam and the Railway Workshops Block buildings and forming the heart of the urban village.

To the south, new residential development forms a transition between the educational and cultural uses proposed within the heritage buildings and the Helena River environs.

#### Need and Opportunity for Extensive and Diverse Residential Development

As has been highlighted previously, attracting residents into the City Centre is critical to ensure a level of vitality and security is achieved in the area. Attracting residents into the area is important to ensure a level of passive surveillance is achieved in and around existing heritage buildings. This is particularly pertinent as the existing fabric and the likelihood of the buildings being used for non-residential uses means that a achieving a level of passive surveillance and security desired for the area is limited.

The Precinct is ideally located within close proximity to the Midland Train Station and established City Centre areas to the north.

Current planning for the Precinct has identified future medium density residential development including several apartment sites around Foundry Park, Railway Square as well as potentially within the Block buildings and the south overlooking the Helena River environs.

These future residential areas provide opportunities to provide for higher residential densities that strive towards achieving TOD objectives. A hotel mixed use development is being explored to the west of Block 3 however pre-feasibility analysis is not favouring this use at the present time.

The distribution of this density however needs to consider the site's future function including the location of non-residential uses envisaged for the existing heritage buildings.

The Heritage Council's expectation is that development within the Precinct be limited to 3 or 4 storeys. Height should ideally be located to the south of the site and/or around Railway Square where the potential impact on the heritage value of the existing buildings is minimised.

#### Need for a Local Centre

There is a desire for a local centre to be located within the Precinct to serve new development in the area. The local centre would be limited to providing complementary business

trade (such as a small supermarket/deli) that does not compete with retail to the north of the rail. A local centre is considered necessary to enhance the vitality of the area, assist with achieving TOD objectives and ensuring the area is a desirable place to live.

#### Opportunities and Constraints of Possible Institutional Developments

The existing Workshops buildings are vast in size and currently lend themselves to institutional type uses. Whilst they provide opportunities to accommodate such uses, the sensitive nature of the site both as an urban village and as a heritage place demand a high quality human scale form of development provide interest and activity on the streets. Institutional uses can be uniform in character and although carefully designed, rarely provide good activation on the street in terms of people movement.

The Blocks provide an excellent opportunity for locating institutional uses on the site. While activation of the streets around the blocks is desirable, institutional uses can be accommodated within the large spaces in the Blocks with the existing facades providing the architectural interest. Spaces can be created within the Blocks that are active and accessible when the institutional uses are operating but closed off after hours without affecting the vitality of the village.

#### **Heritage**

##### Impact of Existing Curtilages

Several heritage curtilages exist across the Railway Workshops which relate to various open spaces, views and vistas around the site. These curtilages aim to ensure that future redevelopment works do not adversely affect the significance of the site's important views/vistas to and from significant buildings, site features and open space areas.

Several of the curtilages relating to protecting desired views into the site from the City Centre areas to the north are large. These views exist across the railway which is a wide, bleak space.

Whilst these spaces should be recognised and protected in new redevelopment, consideration of opportunities to reduce the potential visual impact of these curtilages should be explored.

#### New Uses for Existing Buildings

There are a wide range of buildings on the Workshops of varying scale and layout. There has been a desire by the HCWA and members of the local community to see this heritage retained with the buildings included as part of an interpretive centre. The cost and returns for this have been studied. It is evident that the cost of retaining all of the buildings for an interpretive centre is overwhelming, but the potential of creating a smaller interpretive centre in Block 1, while sensitively reusing the remaining buildings represents the most likely option.

The search for new uses for existing buildings has focused on uses that retain public access to the buildings and allow for retention of elements that reflect past use whilst not necessarily creating a museum. Public agencies and the public sector however are somewhat limited in their ability to find refurbishment of buildings, therefore the MRA has endeavoured to undertake essential works to make the buildings ready so far as possible.

#### Purism Versus Adaptation

The Workshops buildings are of a high quality with fine brickwork and considered design. There is often a desire to keep these buildings entirely intact with no modification to the fabric. Retrofitting new uses into these buildings can become difficult and expensive. An alternative position is to accept that the skill and craftsmanship, heritage and beauty of these buildings can be enjoyed even if minor and in some cases major changes are made judiciously.

Allowing for modification can assist in reuse of buildings securing their future, where a purist view might lead to the building being underused and under appreciated. The HCWA advises the Minister for Heritage who will decide on what approach is appropriate. Given that the success of the urban village is reliant on intensive use of the site it is necessary to find a way to accommodate uses within these buildings that are in a sustainable synergy with their heritage.

#### Climate Response for New Uses (Amenity)

Midland enjoys a moderate climate all year which when averaged out creates a fairly comfortable environment for people. This is evident in some of the larger buildings where the heavy masonry walls resist the extremes of heat and cool for the most part and create an internal temperature that is quite bearable all year. With the inclusion of climatic design

techniques to capture sun in winter, encourage cross ventilation in summer and insulate against external extremes the heritage buildings can become very pleasant without the need for heating and cooling and associated energy demands.

The advantages of heavy construction or good insulation combined with other climatic design approaches can be deployed in new developments in the Workshops.

#### Character/Urban Form Implications for New Developments at Workshops

New infill development needs to be complementary to the local and historic architectural traditions and contribute positively to established building patterns. Respecting this existing context, new infill development also has the potential to explore contemporary design responses that revitalise the area and add interest to existing built forms.

New development should integrate into the traditional Workshops building pattern whilst reinforcing the creation of a distinct mixed-use urban village that assists in achieving TOD objectives. Achieving this will require introducing building height into the area. This can be achieved through appropriately locating taller buildings to limit their visual impact on the existing buildings and ensure they do not dominate the area.

#### Existing Block Building Fabric

Several characteristics of the existing fabric present unique challenges to ensure their future adaptation and re-use whilst endeavouring to support TOD objectives. Although several buildings require substantial funding to enable their re-use, there is the potential that they may not attract commercially viable returns or uses desired for the area.

Adaptation of the existing Block buildings to retain the existing roof structure needs to accommodate the existing supporting columns which are spaced approximately 5 metres apart. Active/passive surveillance of the surrounding public realm from these buildings is currently restricted due to the height of the existing windows sills (which are approximately 2 metres high) being above the height of the average person. There are heritage values associated with the Block buildings internal size and spatial characteristics which should be evoked in any adaptation. There are various doorway openings to all 3 Block buildings which have been aligned to create two parallel continuous north-south links

through the Block buildings. These unobstructed links provide an opportunity for a continuous pedestrian link through the buildings, connecting Yelverton Drive with the Helena River environs.

There is an opportunity to create a modern façade to the eastern end of Block 1 (which has been temporarily capped), which capitalises on the strong movement economy and accessibility at that location as well as activating the Centennial Place streetscape.

The City of Swan, in their recent Arts and Cultural Infrastructure report, has recommended a performing arts centre be established in Block 1. MRA has encouraged this recommendation and have identified a budget of \$5M for the upgrade of the western end, however, its viability is reliant on the provision of car parking.

The provision and design of parking generally within the Block buildings is influenced by fire safety regulations which generally require enclosed car parking areas to be isolated from other uses via a concrete envelope. This has the potential to compromise the character of the building as well as impacting on the ability to achieve an economically viable design solution that is appropriate to the existing fabric.

#### Existing Fabric Not Very Comfortable In Summer

The existing urban fabric is characterised by a mix of industrial, administration and ancillary buildings generally of masonry construction with no covered walkways and set amongst a network of bituminised roadways and wide open spaces. This built fabric together with a lack of trees creates a harsh environment for visitors during the summer months as it offers little protection from the hot summer sun and prevailing easterly winds.

Redevelopment of the area needs to consider ways of introducing amenity and protection for pedestrians traversing the site.

#### Passive Surveillance and Activity Needed for Workshops Revitalisation to Succeed

The Workshops building fabric is well suited to adaptation for non-residential uses due to the scale and form of the existing buildings. However, facades generally do not activate open space areas well and provide limited passive surveillance opportunities.

The provision of new residential development in the area is critical to breathe life and vitality into the Precinct's streets and public areas. Good passive surveillance of open space areas through appropriately designed buildings will enhance actual and perceived pedestrian safety and security in the area.

A key ingredient to ensuring the area is a successful vibrant place is to provide attractions for pedestrians visiting the place. An attraction can be in the form of a range of land uses and activities (social events, street performers) as well as passive and active recreational opportunities. Such attractions should not be limited to just daylight hours or retail hours. Uses and activities that can occur after dark or outside of regular retail hours are integral to creating vibrant, attractive and safe places.

#### Distant Views and Visual Axis

Several vistas exist through and out of the Railway Workshops site. Local views exist through the site to the Coal Dam and the Helena River parklands whilst there are distant views out of the site to the Darling Range to the east. Additionally there are several key visual axis's through the site which connect these viewpoints and which have been defined by the existing urban fabric. An east-west visual axis exists between Blocks 1 and 2, past the Foundry building, and which is terminated by the Darling Range to the east and the Coal Dam to the west. A north-south visual axis exists along the western edge of the Block buildings between the Railway Square and the Helena River parklands.

These views and vistas contribute to the character and experience of the place. Redevelopment of the Railway Workshops should ensure new development protects and augments views and vistas through the Precinct.

#### Access/Exchange/Walkability

The attraction for a range of uses to locate in the Workshops is based both on a good level of access to the regional network and excellent local connection particularly focused on walkability. Being able to access different areas of the site on foot and gather together provides the opportunity for casual exchange over a coffee, or over food and creates the environment for creative interaction as well as a high quality of life. Good vehicle access and parking has to be in balance with good pedestrian access and attractive streets and spaces.

**Helena River Foreshore**Passive Surveillance Contiguity Along Both Sides of River

The Helena River foreshore is to be systematically restored in the near future to provide recreational paths and pedestrian access. For the most part, the Workshops Village will overlook the foreshore however east of the Workshops Village there is little development to provide appropriate levels of passive surveillance. This has the potential to create an unsafe and therefore underutilised natural asset which could otherwise afford great amenity and serve as a local attraction providing passive and active recreational opportunities.

Passive surveillance to the Helena River environs could be achieved by providing publicly accessible roads, pedestrian public access ways or by buildings fronting and overlooking the river foreshore areas.

800 metre Walkable Catchment Includes South of Helena River

Parts of the area south of the Helena River (immediately south of the Workshops Village) fall within the 800 metre walkable catchment of the Midland Train Station. Should these areas be developed in the future, there is a need to ensure that appropriate access points are provided to facilitate pedestrian movement through to the Midland Train Station. Currently the only access is via Amherst Road however, future access could be achieved through the provision of a pedestrian footbridge over the Helena River (subject to a review of Aboriginal heritage constraints).

**General Need for Excavation to Decontaminate**

The industrial use of the Workshops site for over almost 100 years has resulted in a site that is covered with cinder ash and other wastes from the use of the Workshops. The depth of this industrial fill varies, but generally increases closer to the river.

Removal of this material will level the site to 1-3 metres below its intended level generally. There is the potential to refill the ground to construct the new roads on causeway leaving sites at a lower level ready to accept basement parking. This could save the cost of importing fill sand for buildings sites and the cost of removing this later if basement parking is constructed. Potentially the lowered site levels may make basement parking slightly more affordable.

**Existing Subdivision and Development Commitments**

Implementation of the approved subdivision has progressed with documentation for the first stage (being the residential quarter to the southern area fronting Helena River) being completed. Remediation works have commenced with design of infrastructure improvements, engineering services, streets and public spaces to other parts of the Precinct being substantially progressed (although not yet fully resolved).

Lot 709 (behind MRA office) has been sold to Foundation Housing and is to be developed for affordable housing/mixed use development. Lot 708 has been sold with new development proposed comprising mixed use, ground floor commercial with residential above.

Substantial restoration has occurred to several buildings including the Foundry and the Block 1, 2 and 3 buildings. Removal of asbestos roofing to the Block buildings has been completed with new roofing constructed to both the Foundry and Block buildings. Demolition of the Diesel Annexe to Block 3 has been completed with reinstatement of the brick wall to the west end in progress. Further heritage restoration works programs are proceeding.

The Foundry building is being developed as a Creative Industries Centre partnered by FORM Contemporary Craft and Design Incorporated (FORM) and Eastern Region Business Enterprise and Arts Centre Incorporated (ERBEAC) and including the involvement of Charles Landry who is assisting in identifying a vision for the Centre. Design concepts have been prepared for the Powerhouse enabling it to be reused by the Australian Technical College as a hospitality training/function centre. There is scope for TAFE training facilities to be incorporated within this building as well.

Design Principles/Guidelines are currently being prepared by the MRA in consultation with the HCWA for the Precinct, as well as an in-principle approval by relevant agencies for a 30kph speed zone to be implemented for the area. A major art commission has been awarded involving steel and lighting.

**Large Site Opportunities to Mitigate Construction Costs**

The Workshops Village has been designed to provide a number of new development sites for mixed use development. The sites have been designed to allow flexibility

of design where possible and dimensioned with consideration for efficient parking layouts.

Some assumptions were made on the extent of at grade parking which may need to be revisited as basement parking becomes more feasible in Midland. For the most part these will not result in a need to change lot dimensions, but will tend to make larger sites more attractive as they reduce the proportion of the basement lost to access ramps and make for more efficient parking.

Large sites also have the potential to make construction staging easier and benefit from economies of scale in terms of labour, materials and transport.

Despite Perth's general low density and extensive areas of large industrial lots, Midland holds a unique attraction of being one of the few sites in Perth where the market has access to large lots close to the rail line.

## The EbD Indicative Design

### *Responding to Heritage in Character and Massing*

The concept proposed for the Precinct reflects new opportunities that respond to TOD objectives as well as the existing heritage fabric in the area.

The concept provides for new contemporary infill development which is complementary to the character and massing exhibited by the established buildings.

Generally the height of new development is consistent with existing buildings although taller buildings are proposed in appropriate locations so as to limit their visual impact on the existing buildings and ensure they do not dominate the area.

The design of new development protects important heritage spaces, views and vistas whilst the creation of new views to key buildings and heritage spaces are proposed designed to evoke the character and axial views characteristic of the existing surrounding urban fabric.

An overall plan is provided here to provide an overall context however specific detail for the various proposals within the Precinct is detailed below.



*Overall Railway Workshops Indicative Design (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

***Railway Square and Foundry Road***

1. Development around Railway Square comprises the former Chief Mechanical Engineer's (CME) office building and three new buildings framing the western and southern areas of the Square. Generally proposed development reconfigures current planned development to provide for a 'tightened' Square, however, the amount of new development would ultimately depend on the provision of appropriate levels of basement parking (which is subject to remediation). New development would comprise ground floor (and possibly 1<sup>st</sup> floor) office/institutional uses with residential apartments above and some local retail/cafe uses to the eastern end. The residential components of the new buildings are proposed to be developed around a central upper floor north-facing courtyard which provides residences with natural light. Whilst the non residential footprint would likely be maximised, this courtyard could be extended through to the ground floor if required. Basement parking would be provided to accommodate the new development and potentially parking requirements for the CME building and Block 1 (either in part or whole). Specifically, the buildings: maintain and respect the heritage curtilage which exists to the eastern end of the Square; maximise the buildable footprint (and hence the ability to inject residential population into the area); create a well defined east-west link from Helena Street into the Square that is approximately 15 metres wide (accommodating the retained rail line through) and which evokes the character and axial views characteristic of the existing surrounding urban fabric; and the creation of a well framed, powerful public square able to be used for a variety of public uses and of a size that respects the pedestrian scale without being overly expansive or bleak. This new development, together with the cultural and civic uses envisaged for the area, will create a strong activity node which should develop into a vibrant epicentre of activity within the Workshops Village precinct.
2. A slightly taller building could be developed to the south-east corner of the Square to assist with achieving desired density within the Precinct. The design of this building could emulate the architecture of the Block buildings (in terms of massing, proportions, rhythms), however still be contemporary in style.
3. The landscaping shown reflects the industrial character of the place through the formalised placement of trees. A north-south oriented water feature traverses the eastern end of the Square. This feature serves to "break-up" the vastness of the Square and provides for a visual link between the statue and new development to the south. It should be noted that the landscaping shown reflects the principles for detailed landscaping design. Detailed landscaping design would need to be cognisant of any basement parking structures (i.e: trees would be required to be accommodated in pots).
4. Previous planning for Foundry Road was guided by maintaining an uninterrupted continuous lot boundary accommodating the Foundry building, dictated by the extension midway along the northern side. The EbD design proposes to realign this boundary either side of the extension by relocating it about 5 metres to the south. This creates a staggered street reserve boundary around the Foundry building extension which creates several beneficial effects. This adjustment allows for an uninterrupted axial view down the street, through the Blocks 1 and 2 and to the Darling Range beyond. Relocating the northern boundary of the Foundry Road reserve to the south provides for additional developable area to new development to the north around Railway Square. Foundry Road is proposed as an 18 metre reserve (except around the Foundry extension). This reserve width can accommodate two-way traffic with parallel parking either side.
5. A chicane is proposed adjacent to where a protrusion to the Foundry building exists. This chicane deals with the reduced reserve width at that point as well as serving to slow traffic and create a safe pedestrian environment.
6. Additional traffic calming measures proposed include a roundabout at the 4-way intersection west of Block 1 and 2 as well as a deviation to the road pavement where it connects to Helena Street.
7. Helena Street is proposed to be upgraded to include a central tree-lined median, enhancing the amenity and providing a comfortable environment for pedestrian crossing movements.
8. The road between Blocks 1 and 2 is currently designed to be a one-way street (eastbound) with occasional parallel parking dictated by the protrusions to the Block buildings. The EbD design proposes to two-way this street to optimise the vehicular movement economy for the Workshops Village.



*Railway Square and Foundry Road (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*



*View south across Railway Square towards new development on Foundry Road*

**Blocks 1, 2 & 3**

With respect to the Block buildings, the EbD primarily focussed on producing a detailed design for the adaptation of Block 1. With respect to Blocks 2 and 3 it was considered that similar principles as those proposed for Block 1 could be adopted to guide future adaptation and re-use of these buildings.

Generally the adaptation of these buildings has been influenced by several characteristics of the existing fabric constraints. These include the spacing of the existing columns, the need to ensure active/passive surveillance of the surrounding public realm which is restricted by the height of the existing Block building windows sills (approximately 2 metres high), as well as a need to recognise and evoke the vastness of the internal spaces. Development also needs to include appendages and retain the existing north-south 'axial passages' which provide links through the Block buildings to the Helena River.

1. New development within Block 1 has been influenced by a desire to provide for a museum use/large gathering area to the western end with uses related to the hospital to the east.
2. New residential development could be developed within the Block buildings by way of 3 storey terraced development off-set from the existing façade by a 1.5 metre passage, thereby retaining a view corridor that reflects the existing vast spaces as well as ensuring direct passive surveillance through to the external public realm. The units could be 10 metres deep (defined by the location of the existing columns) with 3 metre wide light courts facing north and south (backing onto a private parking structure). Active frontages overlooking and through the existing windows has been achieved through upper floor residential balconies and courtyards.
3. The mid section of the design is proposed to be setback further to vary the space along the northern wall and ensure the vastness of the space is recognised. This development is proposed to accommodate ground floor commercial uses with residential above fronting the existing facades and north-south 'axial passages'.
4. The eastern end is proposed to be capped with 2-3 storeys of medical offices (with lifts). Design principles

for this addition should ensure new development respects the existing building fabric whilst manifesting its new use. A concept sketch prepared during the EbD provides for a contemporary design that evokes the industrial character of the existing fabric through incorporating columns along the façade as representations of the existing column alignments within the Block building as well as serving as load bearing structures.

5. Intra-block parking within the new fabric is proposed to be accommodated via car stackers (which represent the latest and most efficient forms of car parking structures and are ideally suited to this type of development where space available for private parking is a significant issue).
6. The car park areas are accessed via the existing doors with 3 metre wide access aisles that respect the dimensions of the door ways. The car parking areas could be capped with a slab, creating an open space area above that creates and maintains the vast sense of space defined by the existing building.
7. Block 3, however, was identified as the logical place to introduce any height into the Block buildings as the impact of new building height at this location is not as significant from a heritage viewpoint compared to the potential impact on views to the northern areas of the Railway Workshops (particularly with regard to views into the site from the areas north of the rail).

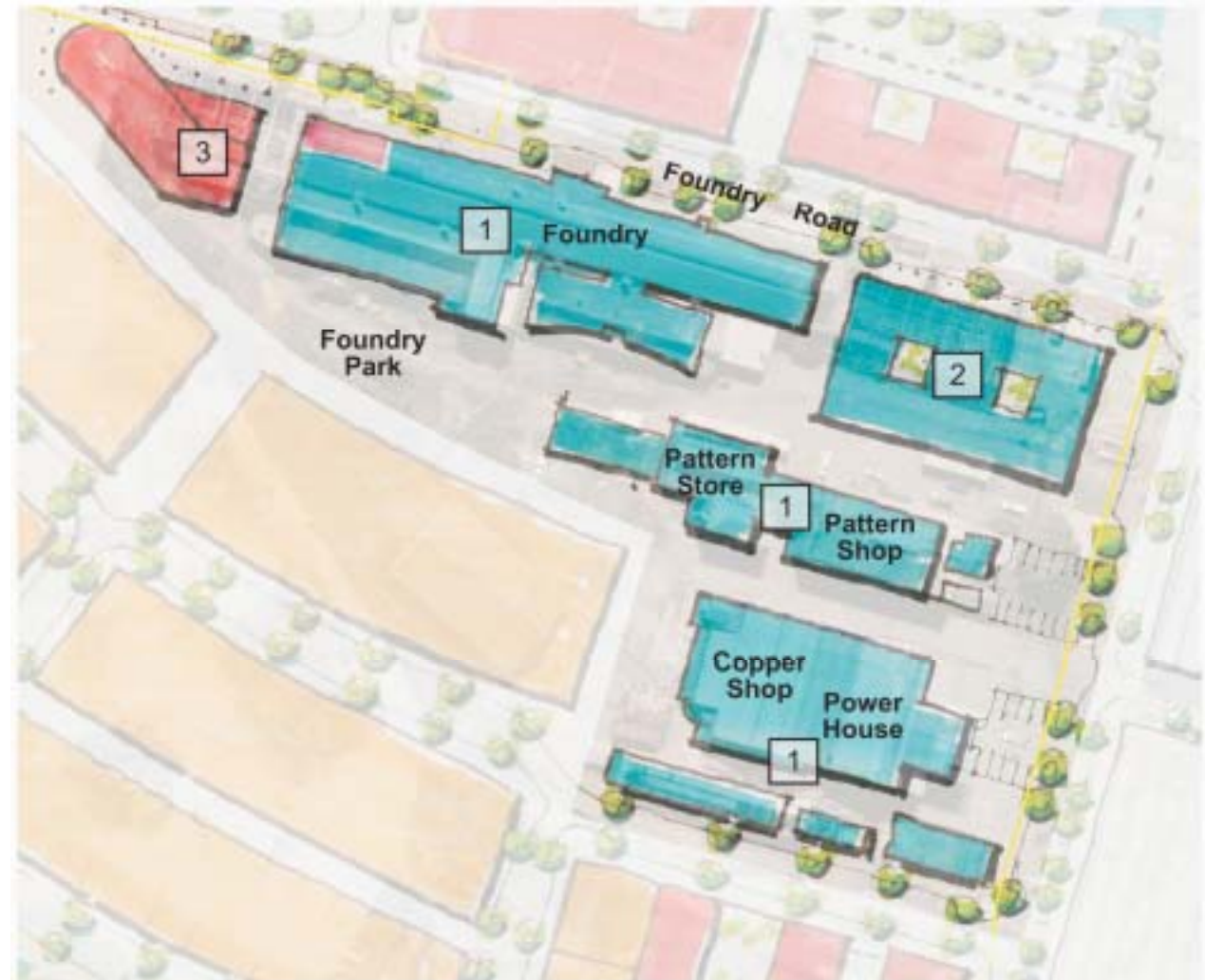




Blocks 1, 2 & 3 (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)

***Creative Industries Precinct***

1. Several existing buildings (including the Foundry, Pattern Store, Patten Shop, Powerhouse and Copper Shop) are proposed to be reused to accommodate a Creative Industries Centre as well as a museum accommodating working displays of the State's Rail heritage.
2. A new courtyard style building is proposed just east of the Foundry building comprising up to 3 storeys as additional floor space for these uses.
3. The proposed theatrette/café/restaurant extension to the Foundry building has been relocated to the west, detached from the Foundry building in order to facilitate a pedestrian route through the area linking Helena Street with the river foreshore area in a more direct manner than previously allowed for. This pedestrian link could, in the future, logically continue over the Helena River (at the point shown on the Indicative Design Concept) and be an important link for future development to the south of the river which would assist with meeting TOD objectives and activating the southern edge of the Helena River.



*Creative Industries Precinct (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

**Main Store and South**

1. The EbD design proposes a lane to the southern side of the Main Store building to provide private access and parking to that building and new development immediately to the south. Both the Main Store building and the new building to the south will comprise 3 storey residential terraces. At-grade parking will be provided from the lane comprising "head-in" parking to the Main Store and parking tucked under upper floor development to the new building.
2. To the south, the east-west street, which is currently planned for, is proposed to possibly be extended to connect to the Helena River frontage road proposed across the WAP site (as described previously). This connection will facilitate a good movement economy for this southern area of the Workshops Village from Lloyd Street.
3. South of this road, residential apartment development is proposed generally comprising four floors across each building parcel with tower development along the riverfront potentially up to 10 storeys to capitalise on views over the Helena River environs as well as limiting the potential for overshadowing new development. North facing apartments will overlook upper floor courtyards to the north.



*Main Store and South (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

*Existing Proposed Development Parcels and Adjustments to Them*

1. The existing apartment sites to the southern side of Foundry Park have been modified to be slightly deeper to more effectively achieve basement parking within the developable area.
2. The area south of the Creative Industries Precinct is proposed to be developed to include street level business with (medium-high) residential above. The Tarpaulin Store can be reused as a commercial development preferably in a form that facilitates general public use and access. The new riverside road to Lloyd Street improves the commercial potential of this site.



*Existing Proposed Development Parcels (refer also to Appendix 4 – Colour Code Legend for Precinct Plans)*

## Project Guiding Principles

Future planning and redevelopment of the Precinct should be guided by the following guiding principles:

- Ensure layout provides legibility and permeability while still allowing for certain views to be revealed and discovered;
- Develop a scale and form that relates to the heritage buildings whilst accepting that the height of buildings along the foreshore can exceed the height of heritage;
- Allow high rise buildings in locations to create a unique landmark contrasting with the low rise nature of the heritage buildings;
- Focus the commercial centre of the Workshops on Helena Street whilst allowing and promoting small ancillary uses on streets and squares in the Workshops;
- Direct large institutional uses into the Blocks where they will help activate the Workshops without overwhelming the urban scale of the Workshops;
- Provide a pedestrian link from Helena Street to and over the Helena River and beyond;
- Ensure occupier parking is located underground or otherwise out of view whilst maximising on street parking;
- Provide judicious planting to cool the urban spaces and provide shading devices where trees are not appropriate;
- Ensure development has a form and character that is harmonious with the heritage buildings whilst not mimicking them;
- Ensure climate responsive design is pursued in the design and reuse of buildings;
- Maximise sustainability across the site through reduction in the use of resources and minimisation of waste;
- Ensure the relationship between buildings, street and spaces maximises safety through passive surveillance;
- Ensure the traffic is well distributed and calmed to maximise safety and minimise vehicle speeds and traffic loads; and

- Plan to maximise the efficiency of car parking both in terms of sharing bays and maximising the yield from parking by incorporating them in larger consolidated parking stations in locations where they will not be detrimental to the activation of the village (eg. underground, splayed by development or located within Blocks).

## Key Actions Arising

The Workshops Village is the subject of an intensive implementation Program managed by the MRA aimed at delivering an exciting, vibrant and commercially successful urban village. The project will be significantly boosted by the redevelopment of the Rail Station (discussed earlier in this report) and benefit from the inclusion of the new link road along Helena River to Lloyd Street.

The EbD suggests some modifications to the plan and an increase in development intensity to consolidate the Workshop and a number of other changes.

Implementation of the EbD proposal for this Precinct will require development proposals to adhere to the Project Guiding Principles.

Specific implementation tasks are identified below.

### *Circulation and Access*

- Review traffic planning for the Workshops allowing for the new connection from Lloyd Street and the potential for a two-way flow between Blocks 1 and 2.

### *Parking*

- Examine the land title and management arrangements needed to allow for inclusion of large areas of underground parking that extend under development sites to the land under roads and under Railway Square;
- Adopt guidelines that ensure at-grade on-site parking is hidden from view and that semi-basement parking is not located in the core of the Workshops; and
- Develop up the parking scenarios for the inclusion of parking in the Blocks and confirm design approach with HCWA.

### *Scale and Character*

- Refine 3D model of Workshops to present to HCWA for agreement; and
- Develop guidelines to scale and character form of new development for HCWA approval and inclusion in the MRA Scheme.

### *Uses*

- Review the distribution of uses taking into account the increased intensity of uses around Railway Square and the potential for these to create an activity node to complement activity on Helena Street; and
- Investigate the potential for a hotel on the south side of Railway Square and identify alternative uses for the area around the Tarpaulin Store.

### *Subdivision Approval*

- The subdivision plan will require minor modifications. Consult with the Department of Planning and Infrastructure on the extent of changes and whether these can be progressed without a new subdivision application; and
- Clear other conditions of subdivision approval to progress the sale of the lots in the Workshops Village.

### *Scheme Amendment*

- Progress a scheme amendment and adopt policies required to permit and guide the proposed development.



## NEXT STEPS AS A RESULT OF THE ENQUIRY BY DESIGN

This Enquiry by Design Detailed Outcomes Report provides the basis for guiding future planning within the Midland City Centre, including the preparation of a Centre Plan in accordance with the Western Australian Planning Commission's Statement of Planning Policy No. 9: Metropolitan Centres Policy Statement.

Following public advertising, extensive planning and project work will need to be undertaken to ensure the ideas and plans generated through the EbD can be realised. The development of an Implementation Plan is essential to achieving this. The key elements of this plan will include:

- Seeking government and community support for the outcomes;
- Obtaining commitments to key actions by government, business and community;
- Providing a supportive administrative and statutory environment;
- Undertaking a risk management analysis and determine funding requirements and sources for implementing the outcomes;
- Identifying roles and responsibilities for key actions as well as setting priorities and the likely sequence and timeframes for the actions; and
- Identify marketing and communication strategies for implementation of proposals.

## GLOSSARY

**Active street frontages** are building facades which front a street or public area and which provide pedestrian interest and interaction through incorporating active uses at ground level, clearly defined entrances and windows and balconies which directly outlook over the street/public areas. Blank facades are to be avoided.

**Frontage** means the street alignment at the front of a lot.

**Home-based business** is where the resident of a dwelling operates a business on the premises.

**Laneway** means a narrow local street type without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging and where alternative vehicle access is needed for lots fronting busy streets or parks.

**Legibility** is where the design of the street system provides a sense of direction and connection, giving clear signals regarding the spatial layout and geography of an area.

**Mixed use** means the compatible mixing of a range of uses in close proximity to each other to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase walkability, and make more efficient use of available space and buildings.

**Streetscape** means the visible components within a street between the facing buildings. This includes the form of the buildings, garages, setbacks, fencing, landscaping, driveway and street surfaces, utility services and street furniture such as lighting, signs, barriers and bus shelters.

**Walkable catchment** means the actual area served within a 400 metre (5 minute) or 800 metre (10 minute) walking

distance along the street system from a public transport stop, town or neighbourhood centre.



## APPENDICES

## APPENDIX 1: ENQUIRY BY DESIGN TEAM &amp; KEY STAKEHOLDER PARTICIPANTS

## Enquiry by Design Team

<i>Team Member</i>	<i>Role</i>
<u>Midland Redevelopment Authority</u>	
Annelise Safstrom	Designer
Cath Blake-Powell	Project Manager/Planner
<u>City of Swan</u>	
Adam Strelein	Midland Place Manager
Carol Catherwood	Coordinator Strategic Planning
John Rogers	Coordinator Econ. Development
Kelly Norris	Infrastructure Planning Engineer
Samantha Ferguson	Senior Strategic Planner
Steven Tan	Principal Planner
<u>Consultants</u>	
Anita Woodmass (TPG Town Planning & Urban Design)	Planner
Brett Wood-Gush (TPG Town Planning & Urban Design)	Designer
Chip Kaufman (ESD)	Facilitator/Designer
Chris Byrne (Urbis)	Landscape Designer
Darren Pesich (Wood & Grieve)	Civil Engineer
Jim Higgs (TTM Consulting Pty Ltd)	Traffic Consultant
Jonathon Riley (Riley Consulting)	Traffic Consultant
Kevin Hui (4site-architecture)	3D Modelling
Kevin Palassis (Palassis Architects)	Heritage Architect
Leigh Caddy (TPG Town Planning & Urban Design)	Planner/Report Writer
Warwick Hynes	Illustrator
Wendy Morris (ESD)	Facilitator/Designer

## Key Stakeholder Participants

<i>Team Member</i>	<i>Role</i>
<u>Midland Redevelopment Authority</u>	
Dominic Mitchell	Planning Manager
Fred Affleck	Chairman - Board
Kieran Kinsella	Chief Executive Officer
Ryan Del Casale	Planner
Sue Roberts (Roberts Thorn Consulting)	Public Relations
<u>City of Swan</u>	
Adeline Cheong	Landscape Coordinator
Charlie Gregorini	Mayor
Daniel Hanley	Community Development
Ian Denny	Manager Assets
Jeremy Edwards	Man. Community Safety & Places
Jeremy Manning	Sustainability Officer
Jim Coten	Executive (Infrastructure)
Linda Richardson	Community Development
Lisa Miles	Researcher
Mark Bridges	Design Coordinator
Mike Foley	Chief Executive Officer
Nicholas Stawarz	Facilities Planner
Paul Hackett	Planner/Major Projects
Pauline Manser	Community Development
Phil Russell	A/Principal Planner
Rohan Murray	Community Development
Roz Bailey	Community Development
Scott Hollingworth	Executive (Planning)
Terry Devereux	Customer Liaison/Midland Gate
Trish McCourt	Place Planning Coordinator

**Key Stakeholder Participants cont.**

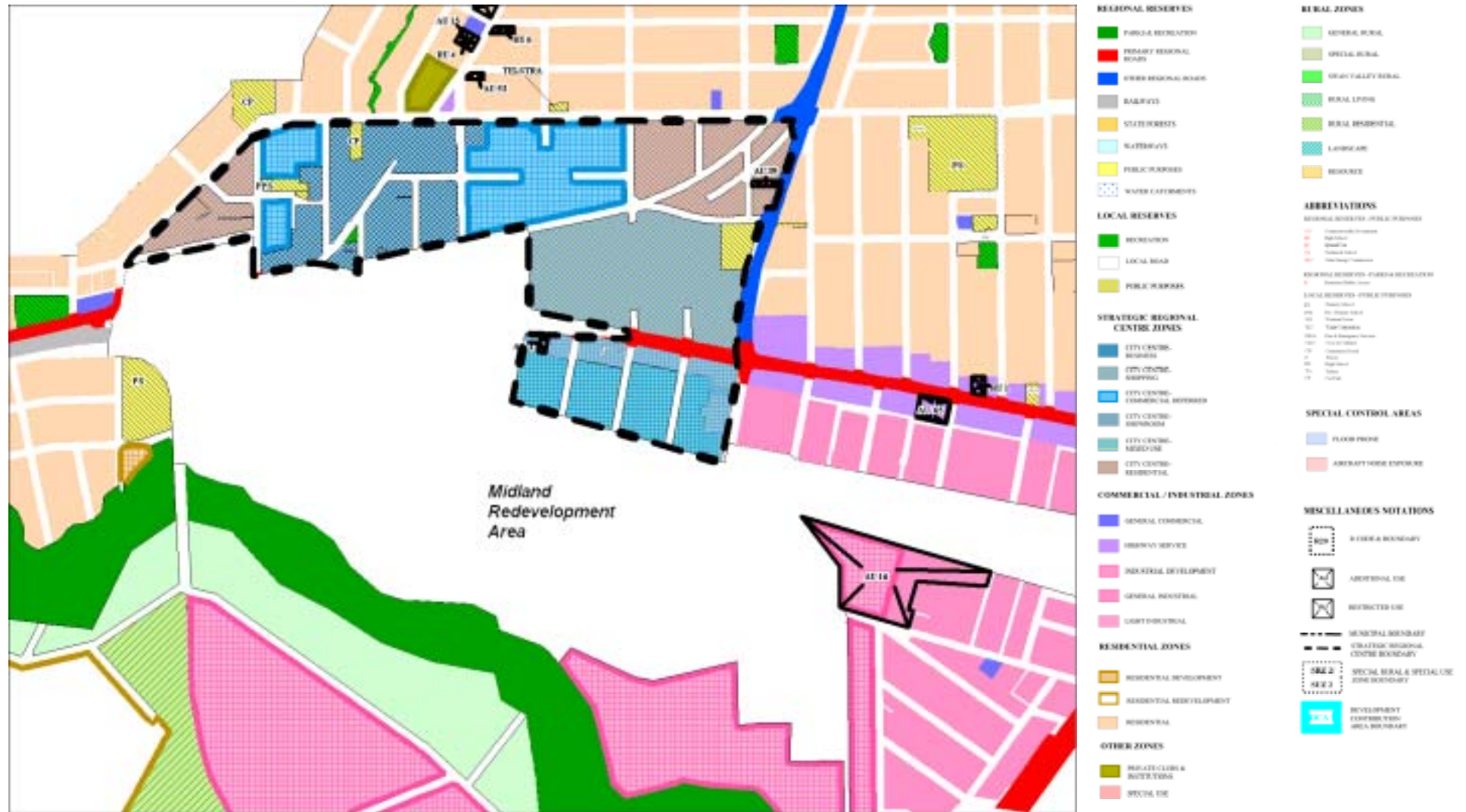
<i>Team Member</i>	<i>Role</i>
<u>State Government Agency Stakeholders</u>	
Bassam Abu Shamleh	Main Roads WA
Craig Wooldridge	Main Roads WA
Diane Trezise	Education
Graeme Guilford	PTA (Rail Stations)
Guy Mander	PTA (Rail Stations)
Gary Manning	Main Roads WA
John Iacommela	Education
Laurie Piggott	PTA (Rail Stations)
Mal Parr	Education
Martin Richardson	DPI
Melinda Payne	State Architect
Mike Betham	Heritage Council WA
Peter Martinovich	PTA (Rail Stations)
Peter Wynn Owen	Health
Stephen Carrick	Heritage Council WA
Steve Beyer	DPI
<u>Local Community</u>	
Craig Verrier	Swan Chamber of Commerce

Several key landowners also participated in the workshop.

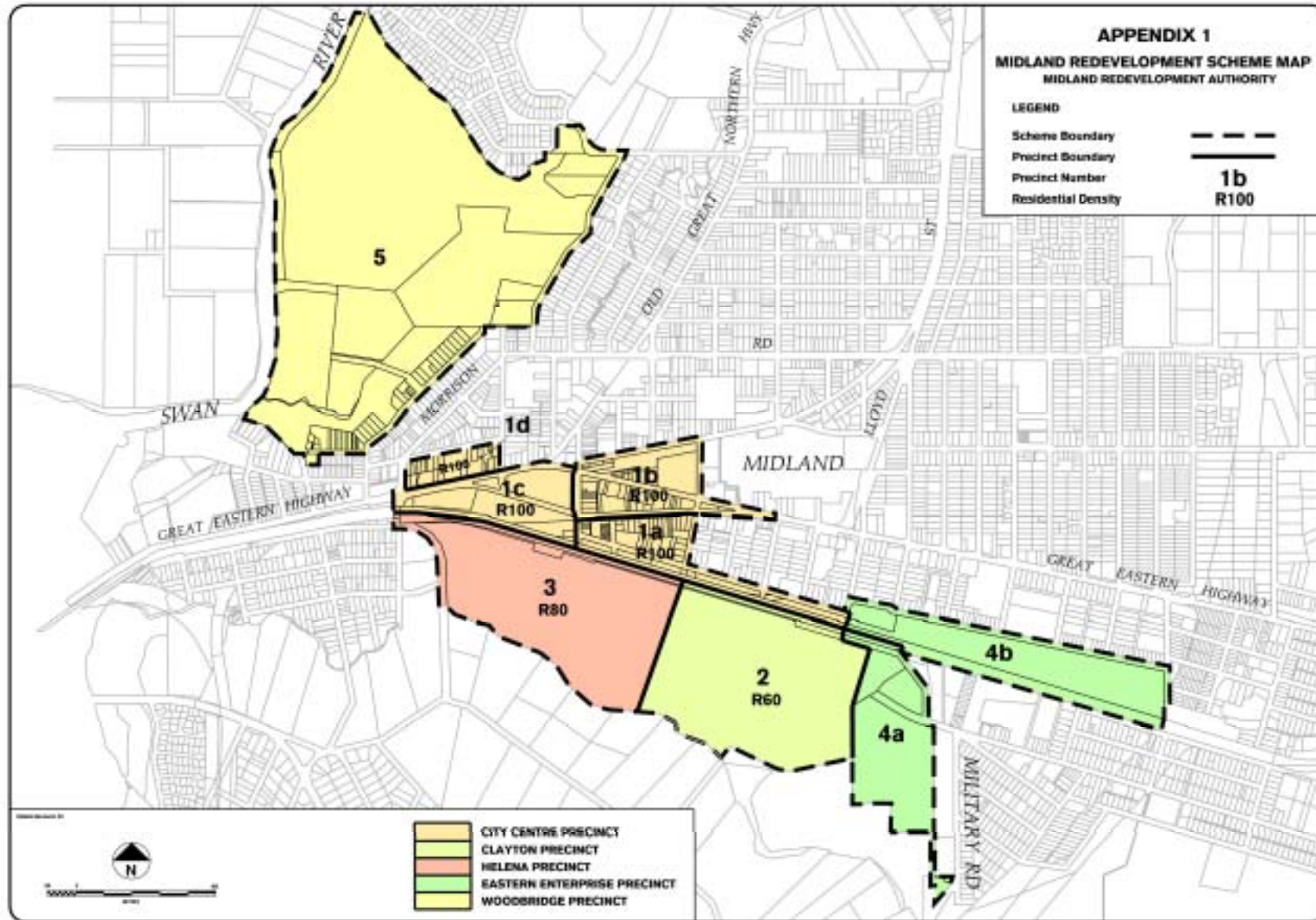
**Key Support Team**

<i>Team Member</i>	<i>Role</i>
<u>Midland Redevelopment Authority</u>	
Gail Hayes	Logistics & Support
Marina Hodda	Logistics & Support
Nicole Carey	Logistics & Support
Kevin Harris	Logistics & Support
<u>City of Swan</u>	
Andrew Mugge	GIS & Mapping
Noreen Clapp	GIS & Mapping
Mike Smith	GIS & Mapping
Jayne Rogers	Council Support
Maria Raphael	Council Support
Helen Harrison	Council Support
Carmen Carter	Corporate Communications
Anna Hall	Administration Support

APPENDIX 2: TOWN PLANNING SCHEME / REDEVELOPMENT SCHEME MAPS



City of Swan Town Planning Scheme No. 17



Midland Redevelopment Scheme

**APPENDIX 3: AERIAL PHOTOGRAPH**



*Aerial Photograph Midland City Centre*



**APPENDIX 4: COLOUR CODE LEGEND FOR PRECINCT PLANS**

	LOW DENSITY RESIDENTIAL
	MEDIUM DENSITY RESIDENTIAL
	HOME BASED BUSINESS
	PEDESTRIAN BASED RETAIL
	COMMERCIAL / OFFICE
	GOVERNMENT / COMMUNITY / CULTURAL / INSTITUTIONAL
	CAR PARK
	PUBLIC OPEN SPACE
	REGIONAL OPEN SPACE





**APPENDIX 5: PRECINCT DEVELOPMENT YIELDS**

Notes:

The indicative development yields below are based on likely yields generated by the individual development proposals identified during the EbD. The yields do not reflect existing and/or possible redevelopment of other parts of the City Centre not specifically investigated during the EbD.

Non-residential parking requirements are based on the following ratios except for the Workshops Village where a ratio of 1 bay/70m<sup>2</sup> floorspace is assumed for all non-residential uses.

Retail: 1 bay/30m<sup>2</sup>

Commercial: 1 bay/ 50m<sup>2</sup>

**Midland Station Transit Oriented Development (TOD)**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required	Public Car Parking Station - Bays Proposed
Residential	175			
Retail		8160m <sup>2</sup>	272	
Commercial		11368m <sup>2</sup>	227	
Public Car Parking Facility				1392

**Midland's West End**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required	Public Car Parking Station - Bays Proposed
Residential	67			
Retail		1680m <sup>2</sup>	56	
Commercial		8336m <sup>2</sup>	167	
Public Car Parking Facility				645

**Former Primary School**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	166		
Retail			
Commercial		560m <sup>2</sup>	11

**Poynton Avenue**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	37		
Retail			
Commercial		1536m <sup>2</sup>	31

**Swan Regional Riverside Park and Related Developments**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	156		
Retail			
Commercial			

**Great Eastern Highway/Victoria Street East**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	61		
Retail		312m <sup>2</sup>	10
Commercial		2464m <sup>2</sup>	49

**Midland Gate**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	24		
Retail		10640m <sup>2</sup>	355
Commercial		15440m <sup>2</sup>	309

**Brockman Precinct**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	161		
Retail			
Commercial		9888m <sup>2</sup>	198

**Midland Oval – Southwest Corner**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	166		
Retail		140m <sup>2</sup>	5
Commercial		6012m <sup>2</sup>	120

**East of Centennial Place**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	57		
Government		68344m <sup>2</sup>	1367
Commercial		23752m <sup>2</sup>	475

**West of Centennial Place**

Land Use Proposed	Number of Dwellings	Floorspace	Car Parking Required
Residential	828		
Cultural		6560m <sup>2</sup>	94
Retail		768m <sup>2</sup>	11
Commercial		21992m <sup>2</sup>	314



**APPENDIX 6: GREAT EASTERN HIGHWAY / VICTORIA STREET TWO-WAY CONCEPTS (TTM CONSULTING PTY LTD)**



Issue/Appd	Date	Original Issue	Comments
A	DJH 01/10/07	Original Issue	

**TTM Consulting Pty Ltd**  
Transport and Traffic Engineers

Suite 201  
2 Wellington Parade  
East Melbourne VIC 3002  
Ph: (03) 9419 2811 Fax: (03) 9419 9408  
Email: [enq@ttmconsulting.com.au](mailto:enq@ttmconsulting.com.au)

**WIDLAND REDEVELOPMENT  
GREAT EASTERN HIGHWAY  
AND VICTORIA STREET  
2-WAY URBAN STREET  
SYSTEM  
OPTION 14**

Scale: 1:1000 @ A3

Drawing No.: 4854WCRKFLP05  
Sheet No.: 1 Issue: A



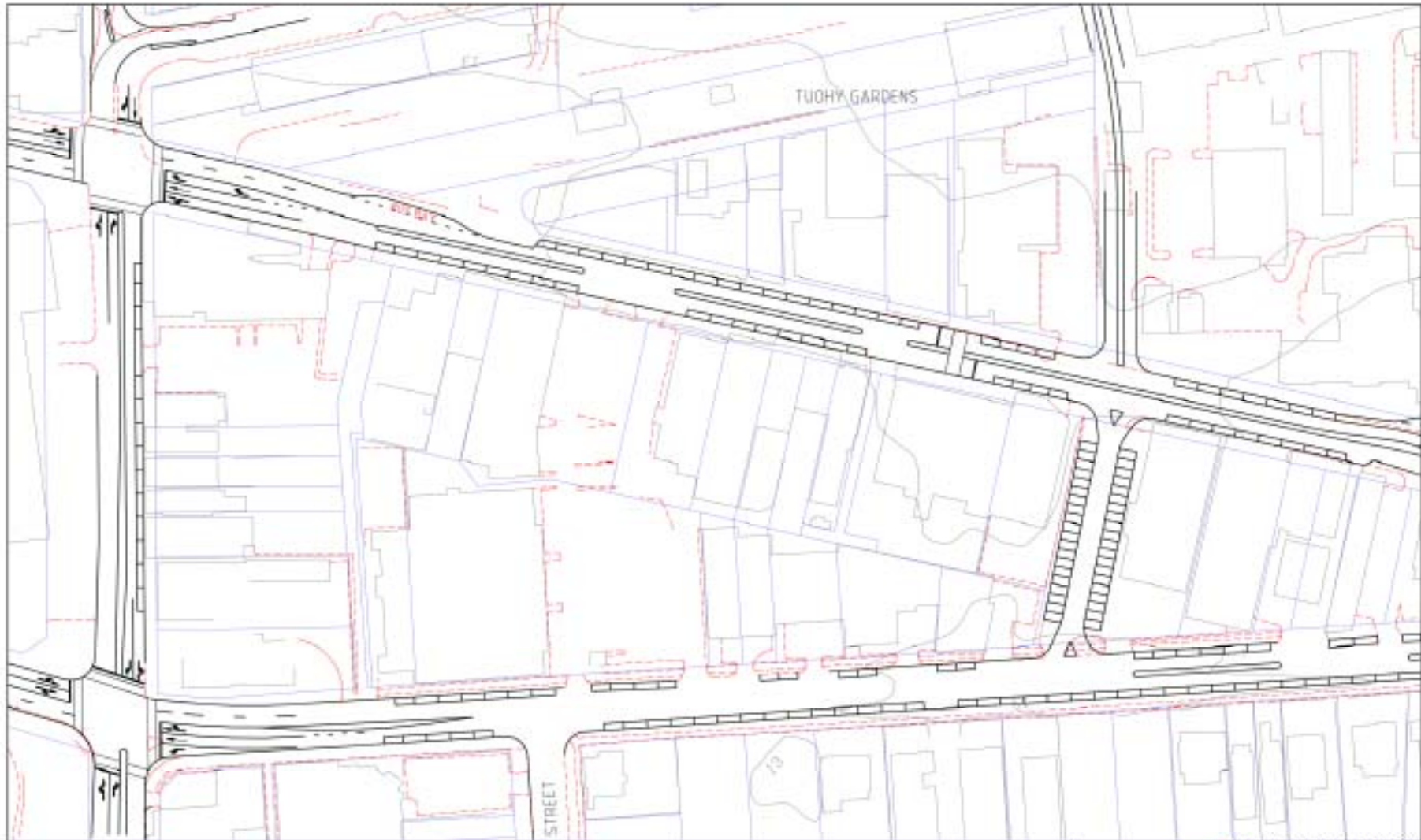
Issue/App'd	Date	Comments
A DJH	01/10/07	Original Issue


**TTM Consulting Pty Ltd**  
 Transport and Traffic Engineers  
 Suite 301  
 7 Ridgeway Parade  
 East Melbourne, VIC 3002  
 Ph: (03) 9470 9971 Fax: (03) 9470 9498  
 Email: email@ttmconsulting.com.au

**MIDLAND REDEVELOPMENT**  
**GREAT EASTERN HIGHWAY**  
**AND VICTORIA STREET**  
**2-WAY URBAN STREET**  
**SYSTEM**  
**OPTION 14**

Scale  1:200 (A3)

Drawing No: 4854WORKFLP05  
 Sheet No: 1 Issue: A



Issue/Rev	Date	Original Issue	Comments
A	DJH 01/10/07	Original Issue	



**TTM Consulting Pty Ltd**  
Transport and Traffic Engineers

Suite 301  
2 Wallington Parade  
East Melbourne VIC 3002  
Ph: (03) 9470 2071 Fax: (03) 9471 9476  
Email: [enq@ttmconsulting.com.au](mailto:enq@ttmconsulting.com.au)

**MIDLAND REDEVELOPMENT  
GREAT EASTERN HIGHWAY  
AND VICTORIA STREET  
2-WAY URBAN STREET  
SYSTEM  
OPTION 14**

Scale:  1:1000 @ A3

Drawing No: 4884WCRKFLP05  
Sheet No: 1 Issue: A





Issue/No	Date	Comments
A	DJH 01/10/07	Original Issue



**TTM Consulting Pty Ltd**  
Transport and Traffic Engineers

Suite 301  
2 Wallington Parade  
East Melbourne VIC 3002  
Ph: (03) 9493 2671 Fax: (03) 94 93 9495  
Email: [enq@ttmconsulting.com.au](mailto:enq@ttmconsulting.com.au)

**MIDLAND REDEVELOPMENT  
GREAT EASTERN HIGHWAY  
AND VICTORIA STREET  
2-WAY URBAN STREET  
SYSTEM  
OPTION 14**

Scale:  1:1,000 (R.A.S.)

Drawing No: 4884WCRKFLP05  
Sheet No.: 1 Issue: A