

Note: This Background Report was completed in February 2020 to inform the community consultation and has not been updated since this time. As such some information may now be outdated.

# Midland Background Report



February 2020



# Background Report

The Midland local area is located approximately 16km north-east of the Perth CBD and is the gateway to regional Western Australia. The Midland local area comprises the localities of (Figure 1):

- Midland;
- Viveash;
- Woodbridge;
- Midvale (part – within the City of Swan);
- Bellevue;
- Koongamia; and
- Middle Swan (part – south of the Roe Highway).

The Midland local area is made up of a mix of uses including commercial and business, residential, health care, industrial, community, open space and recreation. It also includes land currently controlled by DevelopmentWA (previously Metropolitan Redevelopment Authority). The Midland CBD is recognised as a Strategic Metropolitan Centre servicing the eastern metropolitan area of Perth. The CBD has been undergoing significant revitalisation and the area is projected to experience significant economic growth.

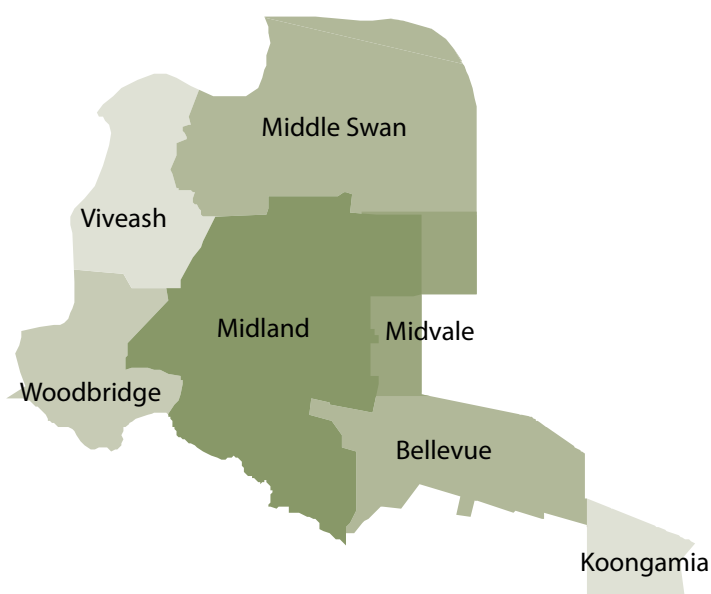


Figure 1 Midland Localities

## 2.1.1 History

The south west of Western Australia has been inhabited by Noongar Aboriginal people for over 40,000 years. The Whadjuk dialectal group of Noongar occupy the Perth region, and the Swan River and Swan Valley have been important places for Noongar people to hunt, meet and live over this time. The more fertile land along the Swan, Canning and Helena rivers was quickly settled; with nearby Guildford being established in 1829 as a port and trading centre for the movement of agricultural produce.

Midland takes its name from the Midland Railway Company, which was contracted in 1886 to build a railway line to Geraldton. The Midland township grew around the railway station and quickly became the commercial and administrative centre for the Town of Midland. Historical landmarks include the Midland Town Hall, with its unique clock feature and the recently renovated Railway Workshops. In 2000, the Midland Redevelopment Authority commenced its urban renewal project for mixed-use development.





Figure 2 Midland Aerial Photograph 2019

Woodbridge was formerly known as West Midland. The locality derives its name from Woodbridge House, constructed in 1885, and now owned by the National Trust (WA). Although a railway station was constructed in 1903, the development of Woodbridge predominantly occurred during the interwar period. Much of this inter-war housing stock remains in excellent condition and the locality is consequently designated as a Heritage Area under the City's Local Planning Scheme.

Land in Viveash was subdivided for residential development by the Midland Brick Company in 1967, although scattered dwellings originating from the early 1900s remain. A dominant feature of the locality is the Swan River Regional Park.

Bellevue was originally known as the 24-mile siding through which the Eastern Railway climbed its way through the hills to Chidlow, east of Mundaring. In 1897 it became known as Bellevue, named after the homestead and estate of 'Belle View.'

Koongamia was established in the 1950s on what was formerly the Greenmount Picnic Reserve, being developed by the then State Housing Commission from 1955. Housing and streetscapes were upgraded by the Department of Housing and Works in 2003 under its "New Living" program. Koongamia retains much of the natural environment qualities of the former picnic reserve through its network of linear open space that runs through the locality.

The name Midvale is a combination of the suburbs of Midland and Helena Vale. Midvale was largely developed by the then State Housing Commission in the 1950s and underwent an urban renewal program under Homeswest's "New Living" program in 1999.

Middle Swan is so named because it was in the middle of the Swan Valley. Parts of the area that we know today as Middle Swan were owned by J.S. Roe, Captain W.T. Dance, and William Tanner, and had property names including Ashby, Wexcombe and Sandalford. References to Middle Swan can be found as early as 1834 when 'inhabitants of ... and the Middle and Upper Swan' addressed Captain Stirling on his return to the Swan River Colony.



**13,133**

Usual resident population 2016

**2.07%** ↑

Forecast average annual  
population growth  
2016-2036

**5.73%** ↑

Forecast average annual  
population growth  
Midland CBD 2016-2036



**2.2** Average household  
size 2016 (persons)



31.3% Lone person  
households



41.4 % Renting



19.4% Diploma or above  
21.1% Vocational  
qualification



32% Residents born  
overseas





# Economic Profile



5,409

Midland Local area work force

## Midland local area work force composition



13.1% Health care  
and social assistance



11.5% Retail Trade



8.4% Construction



8.1% Transport, postal  
and warehousing



91% Employment  
self- sufficiency



Over 40% of the City's total retail  
floorspace is in the Midland Activity  
Centre.



## 3.0 Economic

Economic development is concerned with increasing the level of income and the capital wealth of an area, and distributing that wealth to the community through local expenditure and jobs. The pace of change, automation and global competition is however reshaping the economic landscape. The fundamentals of employment will be influenced more than ever by innovation and it is expected that there will be more people working from home, running home-based business and/or working multiple jobs. The Midland local area offers opportunities to diversify its economic base into higher order knowledge-based industries in education, health, and professional services.

### 3.1 Employment

Employment self-sufficiency (ESS) can be defined as a measure of the quantity of jobs available in a given area as a proportion of an area's labour force. The Directions 2031 and Beyond, sets an employment self-sufficiency target of 75% for the north-east sub-region of the Perth metropolitan region (Western Australian Planning Commission, 2010).

The City of Swan comfortably reaches this target with a 2017/2018 resident labour force of 74,202 workers and 67,814 local jobs which equates to 91% self-sufficiency (Economy.id., 2018). The existing and proposed employment centres within the sub-region are shown on Figure 5.

At the 2016 Census, Midland local area had a labour force of 6,184 of which 3,351 were employed full time and 1,823 were employed part-time. The most prominent industry sectors of employment at the 2016 Census were Health Care and Social Assistance (13.1%), Retail Trade (11.5 %), Construction (8.4%) and Transport, Postal and Warehousing (8.1%) (Figure 6). Of these industries Health Care and Social Assistance have seen the largest growth increasing from 10.7% in 2011. Manufacturing has seen the largest decline, falling to 6.7% in 2016 from 10.8% in 2011. Midland has a higher rate of unemployment as a percentage of the population when compared to Greater Perth (11.6% compared to 8.1%).

### 3.2 Business and Retail

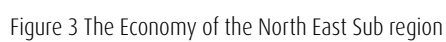
#### 3.2.1 Activity Centres

Much of the City's economic activity occurs in key nodes referred to as activity centres. Activity centres are intended to drive economic development and prosperity through the attraction of investment that delivers local employment opportunities, serves the needs of local communities and attracts spending from beyond the City of Swan.

Lifestyle changes in Australia mean that activity centres are increasingly a focus for socialising and a range of leisure activities. Centres are where people will increasingly meet and interact in a social setting, often outside of traditional business and shopping hours. Activity centres have the opportunity to respond pro-actively to the process of continuous innovation by retailers and other businesses in response to shifts in consumers spending, preferences and habits.

The City's Local Commercial Activity Centres Strategy (LCACS) (based on the hierarchy of centres identified in State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2)) identifies its network of centres and their hierarchy. It provides guidance on the growth of centres including location, scale, nature of investment and intended land use. The activity centres within the Midland local area are identified on Figure 7 and discussed further below.





### 3.2.1.1 Midland Strategic Metropolitan Centre

SPP 4.2 identifies Midland as a Strategic Metropolitan Centre (SMC), which is the City's highest order centre servicing the City and the broader north-east sub-region of Perth. Strategic Metropolitan Centres service population catchments up to 300,000 people (Western Australian Planning Commission, 2010). The Midland SMC's role is vitally important in the provision of additional employment particularly for office and commercial activity and community and government functions. Directions 2031 forecast that an additional 53,000 to 64,000m<sup>2</sup> of floorspace will need to be provided over the next 25 years to achieve an employment self-sufficiency target of 75 per cent for the north-east sub-region.

The Midland Activity Centre Structure Plan (MACSP) optimises available land for diversity and mixture of employment through the Midland SMC. It is projected to provide approximately 17,170 jobs by 2050 (Western Australian Planning Commission, 2018). Much of this employment is expected to occur as the health precinct continues to develop and as demand for retail and commercial space increases over time (Hassell, 2018), with these two sectors already providing the largest industry sectors for employment in the local area.

Midland Activity Centre provides over 40 per cent of the City's total retail floor space, with a significant amount of this contained within the Midland Gate Shopping Centre (approved to expand to 75,000m<sup>2</sup>). Notably, the Midland SMC only has one department store (Harris Scarfe), which opened in 2019 and does not contain a Myer or David Jones. Due to the centre's proximity to other major activity centres elsewhere in Perth, residents within Swan frequent other centres such as Morley, Cannington and the Perth CBD (Essential Economics Pty Ltd, 2017). The limited catchment and the proximity to Morley and Cannington will limit further opportunities to attract a department store to Midland. The continued expansion to commercial and retail floor space is required to support the ongoing population growth and growth in retail spending. The continued expansion will assist with reducing retail escape spending and increasing captured spending as well as providing more employment.

The growth of large format retail shopping centres like Midland Gate, has however drawn customers away from traditional street based retail shops, reducing pedestrian activity in the public realm. These retail nodes also attract high volumes of private motor vehicles and are surrounded by large expanses of car parking that further separate pedestrian activity from the public realm. Traditional street-based retail in the Midland CBD has experienced poor performance, with some parts of the centre characterised by low quality urban form and perceptions of anti-social behaviour.

Enhanced amenity in the public realm in these areas, such as street planting and providing a more unique experience through place making opportunities may attract increased patronage to the area. It is also noted in the City's Economic Development Strategy that the City is working on developing a brand and marketing strategy for Midland to attract more business and household investment. This includes an activation component to improve the area's night-time economy. Complementing this action, the Economic Development Strategy also notes that the City will work to establish a Committee for Midland with business, government and research institute stakeholders to drive investment attraction and revitalisation efforts.

The Midland Central large format retail hub continues to be developed in the Clayton precinct with the 14 hectare former Midland Livestock Saleyards being redeveloped to provide further commercial development opportunities. This area will become the main southern entry to Midland once Lloyd Street is extended.

Further, Midland SMC does not boast a major corporate enterprise which is a challenge for many of the Strategic Metropolitan Centres in the Perth Metropolitan Area. Failure to attract new government departments is noted within the City's Economic Development Strategy (Geografia Pty Ltd, 2017) as one of the three key threats to the Midland SMC's economy. In response, the EDS includes an action to continue to lobby to have more State Government Departments or agencies based in Midland with a focus on bodies that are relevant to the City's economy. A key threat identified for the Midland SMC that has now been addressed is the failure to attract research and education institutes. The Midland SMC has now attracted the State's only blood and tissue bank and Curtin University (medical school) was officially opened in November 2019.



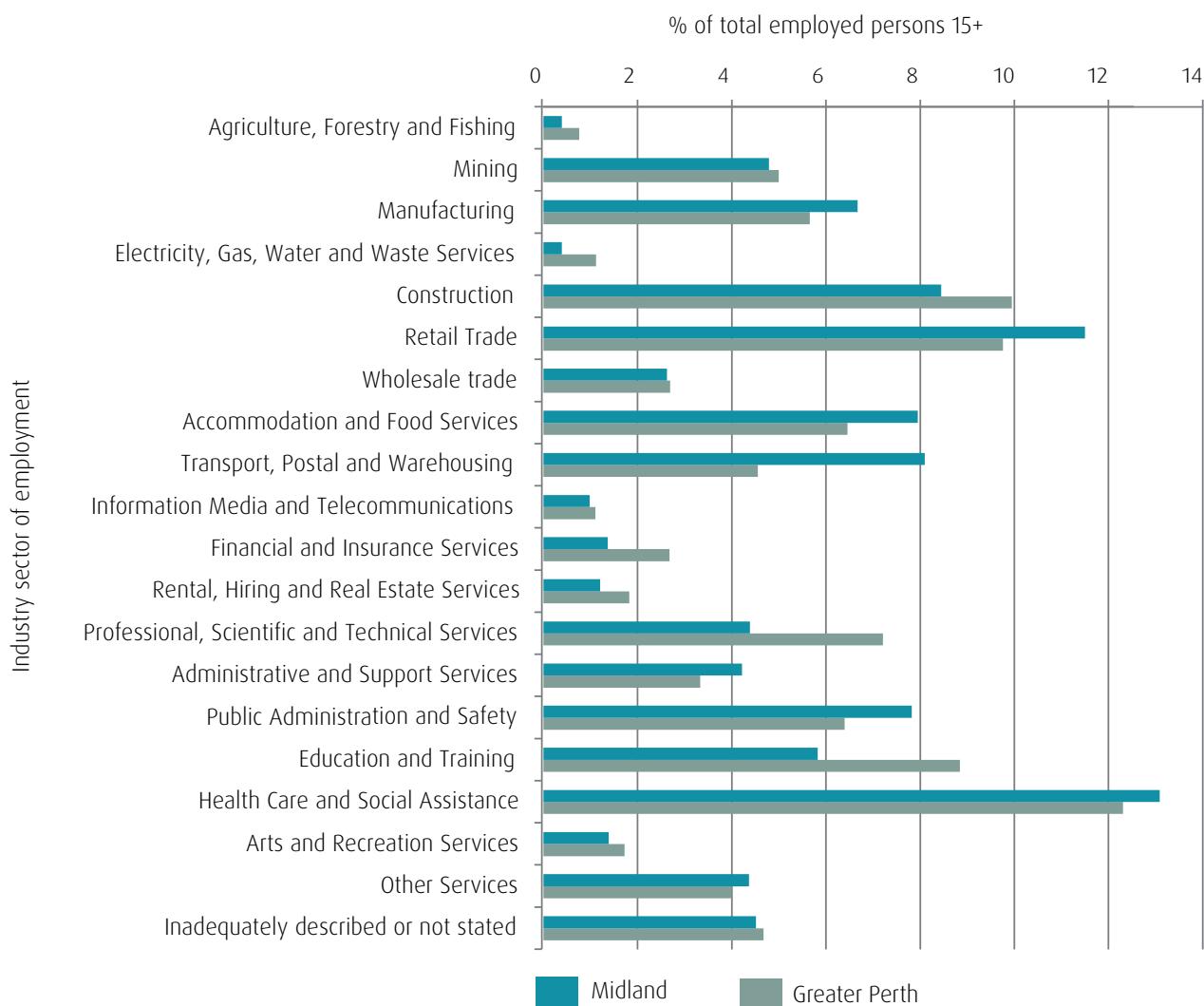


Figure 4 Composition of Employment in the Midland local area (Census 2016)

### 3.2.1.2 Neighbourhood centres

Neighbourhood Centres have a more limited role in providing convenience retailing and community facilities for an immediate surrounding catchment. Usually, these centres are anchored by a supermarket. In some cases, these centres also serve a tourist market. The neighbourhood centres in the Midland Local Area include:

- Horace Street (Potential Future Centre)

The Bellevue East Land Use Study (adopted by Council in 2013), identifies the opportunity for a neighbourhood centre at Horace Street (Planning Solutions (Aust) Pty Ltd, 2013).

- Midvale Neighbourhood Centre Investigation Area

The City has received interest in the development of neighbourhood shopping facilities, in various formats and locations, in the Midvale area. At present, this part of Midvale and the adjoining Swan View Local Planning Area (which includes the suburbs of Stratton, Swan View and Jane Brook) are under-served in regard to the provision of quality neighbourhood centres, in particular, the provision of a full-line supermarket (Essential Economics Pty Ltd, 2017).

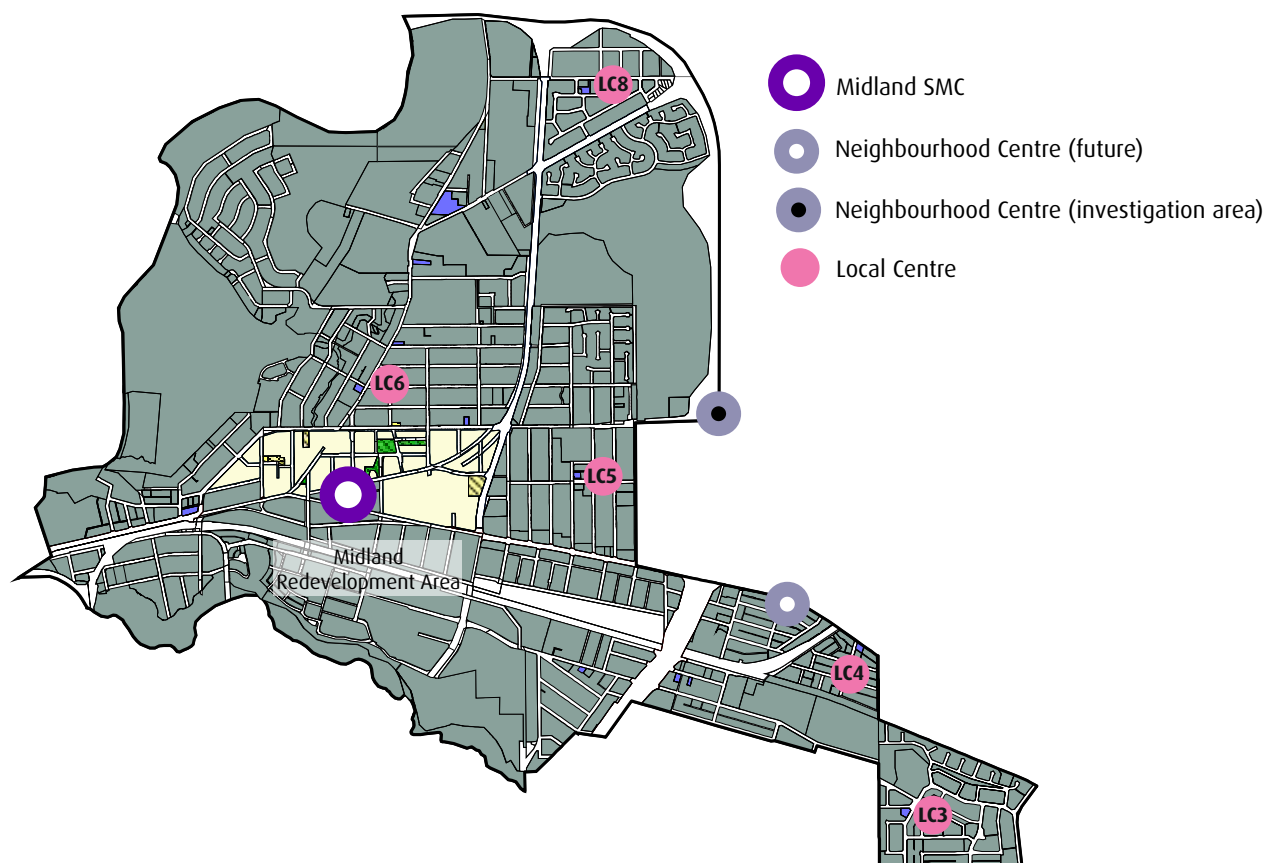


Figure 5 Centres in the Midland Local Area

### 3.2.1.3 Local Centres

Local Centres consist of a small group of shops that typically serve a local, walkable catchment, and provide for the daily convenience and ‘top-up’ needs of local residents and passing motorists. Some of these small centres contain a limited number of community facilities and other uses. Numerous Local Centres are located throughout the City, those located within the Midland local area are noted below:

- Koongamia Local Centre (LC3);
- Hackett Street (LC4);
- Midvale Shops (LC5);
- Midland North Local Strip Centre (LC6); and
- Vellgrove Park (LC8).

LC6 is a ‘strip-based’ local centre located on the Great Northern Highway between Morrison Road in the south to Margaret Street in the north. Commercial and retail uses along this part of the Great Northern Highway are a legacy of the historical use. A number of recommendations are identified in the LCACS for this centre including supporting the small scale ‘local’ centre role, considering opportunities for mixed-use development and to consider undertaking a structure planning process for land along Great Northern Highway between Morrison Road and Muriel Street.

## 3.3 Industrial

Industrial areas make a significant contribution to the City’s local economy. The City’s key industrial areas occur in Malaga, Hazelmere and Bullsbrook. The Midland Local Area also contains industrial land primarily in the Bellevue area and although it is not as significant, it remains a strong employment sector for the residents of the Midland local area. As noted, Construction and Transport, Postal and Warehousing are in the top four industry sectors at 8.4% and 8.1% respectively and although in decline manufacturing contributes 6.7% of employment. The key industrial areas in the Midland local area are noted on Figure 8 and include established industrial areas in Bellevue and Midland Brick in Middle Swan.



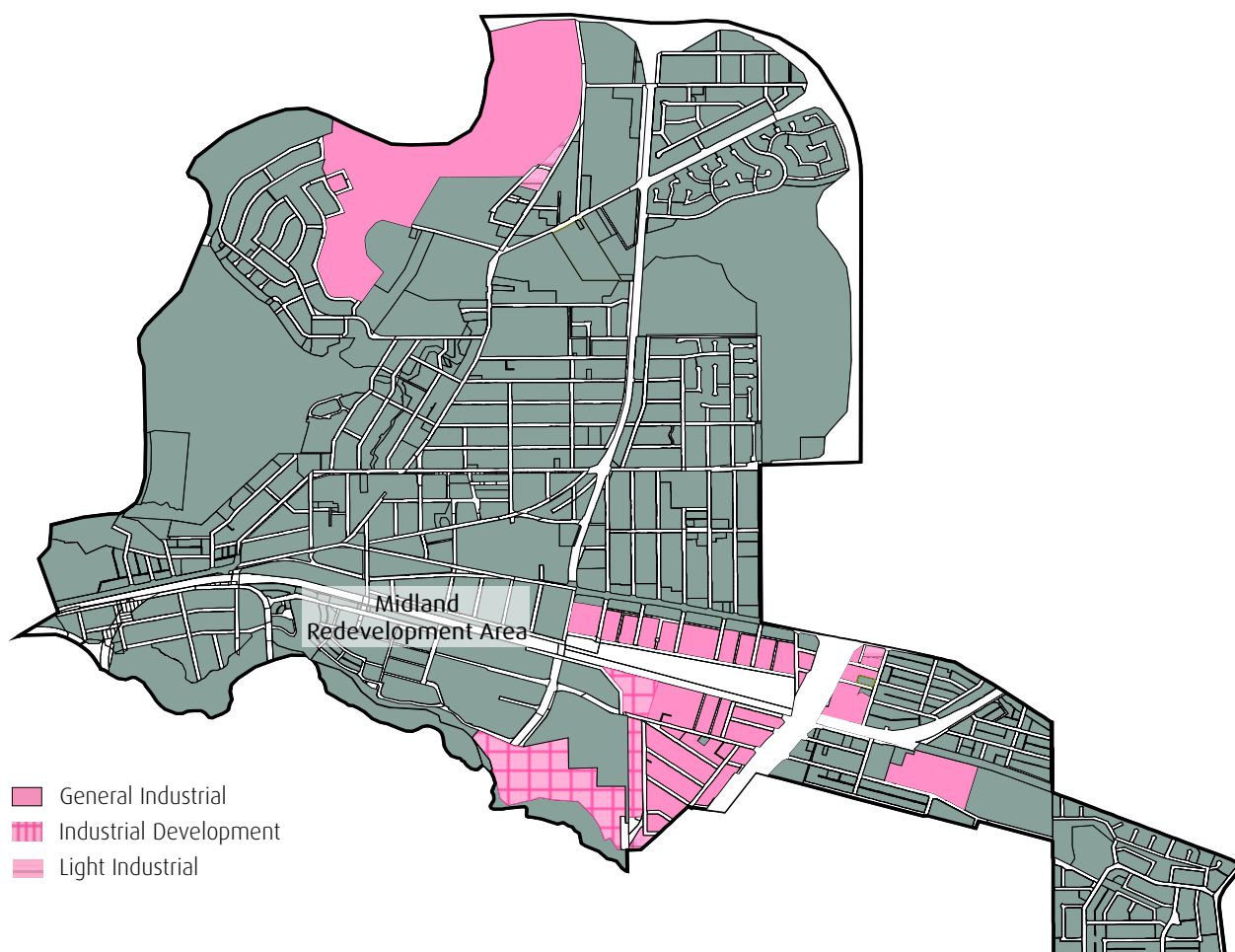


Figure 6 Industry in the Midland Local Area

## 3.4 Tourism

Tourism expenditure supports employment in a variety of economic sectors including accommodation and food services, transport, retail, arts, recreation, travel and tour operators, and education and training.

Major attractors within close proximity to the Midland local area include the Swan and Helena Rivers, Whiteman Park (7km north-west), Walyunga National Park (19km north), John Forrest National Park (6km east), Swan Valley viticulture and tourism (3km north-west) and the scenic Perth Hills to the east.

Although tourism is a significant element of the City of Swan's local economy in particular through wine and food tourism in the Swan Valley and heritage tourism in Guildford, it is a less prominent element to the economy within the Midland local area. Recently however new opportunities have emerged and new technologies such as AirBnB are also enabling alternate tourism accommodation options in the wider area.

### 3.4.1 Midland

Midland as the City's Strategic Metropolitan Centre provides a number of tourism options and a number of new future opportunities also exist to enhance tourism in the CBD and wider City. Some of the key existing tourism offering in Midland include:

- Short-term accommodation

New opportunities have emerged for short-term accommodation within the Midland CBD with the construction of the Quest apartments as a recent example.

- Sunday Markets

A Sunday market is held adjacent to the City of Swan Council administration building. The City's Tourism Development Strategy notes a goal to expand and further promote the Midland Farmers Market to become an iconic experience that showcases local growers and produce and ensures take up in local cafés and restaurants through active promotion of the opportunity to a broader range of producers and outlets. (Earthcheck Pty Ltd, 2015).

- **Hyper Arts Program**

The Hyper Series began operating in the City of Swan in 2002. The Hyper Series is an arts program of large and small scale events and activities. Two of the main program areas are held in Midland, including HyperFest; an annual large scale music festival and HyperVision; an annual visual art exhibition and competition (City of Swan, 2018).

- **Midland Railway Workshops**

The Midland Workshops are a cluster of late 19th century buildings undergoing thoughtful restoration retaining its authentic, industrial feel. Railway Square is the heart of The Workshops. The site celebrates its history through a peace memorial and heritage interpretation, while the large public square provides space for recreation, meetings and events. A series of artworks celebrate and showcase many facets of Midland's heritage and culture. The City's Tourism Development Strategy also notes an action that as the redevelopment of the workshops progresses, seek expressions of interest for tourism related opportunities (Earthcheck Pty Ltd, 2015).

- **The SpeedDome**

The SpeedDome in Midvale is a velodrome that hosts international, national and local cycling competitions.

A number of further upcoming and longer term opportunities are also identified within a number of City documents including:

- The Midland Oval Redevelopment Masterplan (New Junction) which will provide for significant investment in new high-quality public realm which will be supported by commercial and residential development. New Junction is to become the new heart of Midland and will provide a significant attraction for the area;
- The Draft Local Planning Strategy:
  - highlights the importance of connectivity of the Midland CBD to the Swan and Helena Rivers, promoting the cultural heritage and recreation values of the rivers;
  - notes opportunities for the development and promotion of a pedestrian network to provide visitors with easy access to places of cultural and heritage interest in Midland, similar to and linking with Guildford;
- The Tourism Development Strategy notes the opportunity to promote the golf courses surrounding Midland to Asian markets as an opportunity for mixing golf with Australian wildlife close to Perth; and
- The Economic Development Strategy notes there is potential to investigate the development of a regional convention and exhibition centre, likely in combination with a hotel.

### 3.4.2 **Woodbridge**

Woodbridge House is a National Trust owned building that is open to the public and includes a restaurant adjacent to the Swan River.

The Swan Regional Riverside Park (SRRP) area has been a favourite spot for many years and is now complemented with playground equipment and picnic facilities. Tables, shade and children's playground and the specialised accessible amenities make this an attractive picnic area on the Swan River. The area also provides for the launching of kayaks or canoes on the Swan River. Additional rehabilitation works were also undertaken at the Woodbridge Riverside Park foreshore in early 2018 including the upgrade of the beach and kayak launching beach and viewing platform. Providing enhanced connectivity between the Midland CBD and SRRP is also noted as an important outcome in the City's Draft Local Planning Strategy.



Photo. Woodbridge Riverside Park





### Economic Highlights

- The City of Swan has a 91% labour force self-sufficiency.
- Jobs in Health Care and Social Assistance have seen the strongest growth in recent times.
- Midland SMC is expected to generate 18,000 jobs.
- New tertiary education institutions in the local area will provide a significant boost to the economy.

### Economic Issues

- The growth of large format retail has seen a decline in the function of traditional street based retail shops.
- Enhanced connectivity of the Midland CBD to the Helena and Swan Rivers is important to tourism and recreation opportunities for users.
- Improving the amenity of the Midland CBD is important to encourage increased use and support the economy.
- Private and public sector investment is required to improve the amenity and appearance of local centres.
- Growing the depth and variety of our overnight accommodation is important to tourism in the local area.





## 4.0 Natural Environment

On a national and global scale, issues such as water scarcity, climate change and biodiversity loss have risen to the agenda in recent years and it is generally accepted that local solutions are critical to meet these challenges. There is a growing precedent and a community expectation for local government to play a role in developing solutions to address these challenges. To meet these challenges, the City acknowledges that it cannot single-handedly fix the global issues that have impacted our environment. The City is however, committed to make the changes that it is responsible for and to assist communities to be more aware of the small changes they can make.

In particular, the City conducts a program called Thinking Green that provides a variety of events for the community and businesses focused on reducing carbon dependence, and changing lifestyle habits for a more environmentally friendly outcome. A tool used as part of this program is the City's Mobile Environmental Awareness Unit trailer which was launched in 2017. The trailer is displayed for educational purposes during community events. The City is also part of the Switch Your Thinking program which helps the people of Perth, the business community and Western Australian councils to reduce greenhouse gas emissions and contribute to global efforts to secure a safe climate.

### 4.1 Biodiversity

The City of Swan has one of the largest areas of natural environment in the Perth metropolitan area, with 45,730 hectares of remnant vegetation remaining across all land ownership types. Over the long history of development within the Midland Local Area however, much of the area has been cleared for development. This threat is acknowledged by the City's Local Biodiversity Strategy (2016) which notes that without proper consideration of biodiversity impacts, land use planning and development is the biggest threat to biodiversity, through clearing of land, and interruption of ecological linkages (City of Swan, 2016).

A number of fragmented pockets of remnant vegetation remain primarily, along the Swan River and Helena Rivers corridors, which are identified as key ecological corridors at the Local and Regional level (Figure 9). These corridors are connected to a wider system of corridors crossing the region. These ecological linkages are important to allow animal movements, promote pollination and allow species to move through the landscape and adapt to changes in the environment such as fire, season and climatic change. Some of this native vegetation is also identified within Bush forever reserves along the John George Walk Trail at the Swan River. The Local Area also contains part of the Blackadder Creek tributary where some fragmented remnant vegetation remains, however it is generally in poor condition (Department of Water, Department of Parks and Wildlife, 2016).

In terms of the area's ongoing protection, these areas are generally within reserve land and the City runs a number of programs for the ongoing sustainability and conservation of environmentally sensitive areas such as revegetation, weed and erosion management programs. The City supports a number of bushcare volunteer groups and has developed a Friends Group Manual. In the Midland local area, the groups include the Lower Helena Association and the Blackadder Woodbridge Catchment Group (Blackadder/Woodbridge Catchment Group Inc, 2018) (Lower Helena Association Inc, 2018). The EMRC also provides the Bush Skills 4 Youth program which is a series of free workshops conducted in bush areas throughout the eastern metropolitan region (EMRC, 2018).

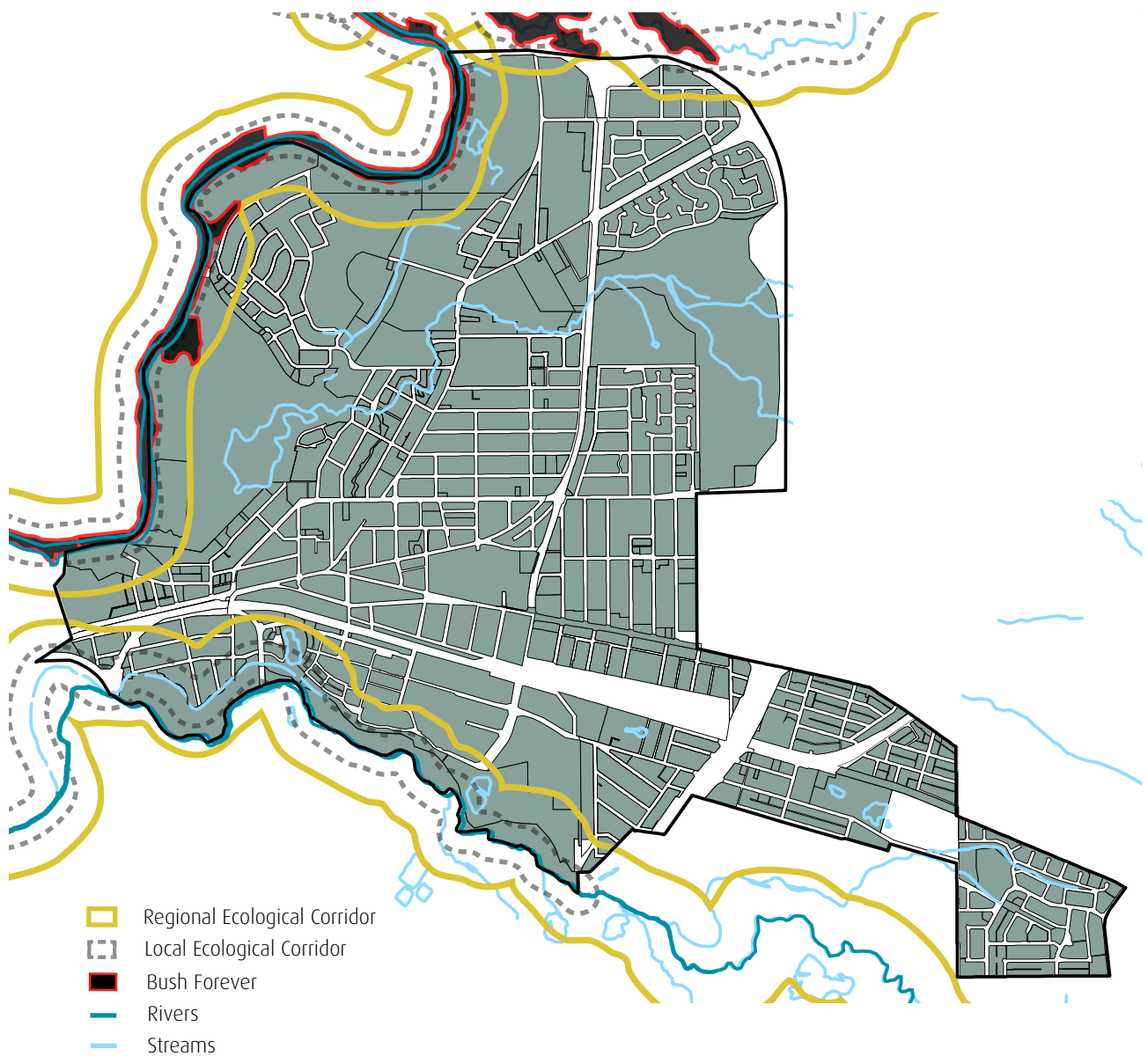


Figure 7 Remnant Bushland and Ecological Corridors in the Midland Local Area



4.1.1 Urban Forest Plan

As noted in the City’s Biodiversity Strategy, in urban environments, land use planning and development is the biggest threat to biodiversity, through clearing of land and interruption of ecological linkages. In recognition of this, the City is developing an Urban Forest Plan to manage supply of canopy trees and other vegetation comprising the urban forest. An urban forest incorporates tree canopy which can be classified as any vegetation greater than 3m. Canopy vegetation also provides an important environmental service in urban areas due to their ability to cool outdoor space, particularly in heat-absorbing hardstand areas.

The City of Swan has undertaken a tree canopy coverage assessment to characterise the current state of trees in the City using aerial photography captures and other data supplied by CSIRO’s Urban Monitor (CSIRO, 2009)(Figure 10). The rate of vegetation growth or loss can also be identified within local areas to demonstrate how vegetation is being managed within those areas and encourage communities to support protection and retention efforts in the future.

Tree canopy coverage has generally increased between 2007 and 2016 across all local areas (due to natural growth) with the exception of Ellenbrook and the Urban Growth Corridor (due to increasing urban development) (Essential Environmental, 2016). In 2016 the Midland local area had 14.2% canopy cover (Table 1) and the plan sets to increase this over time. It is identified that loss of canopy cover on private land could limit the City’s ability to improve the cover. However this area is expected to still have a reasonable level of canopy cover compared to some other local areas.

Table 1. Canopy Cover in Midland Local Area

Local Planning Area	2007 Tree Canopy Coverage (Ha)	2016 Tree Canopy Coverage (Ha)	% Difference	Total Tree Canopy Coverage by Local Area % (at 2016)
Midland	156	196	+22.7%	14.2%

The City has also undertaken a thermal imaging analysis in selected areas using remote sensing techniques and CSIRO imagery data to determine the heat island effects across the City. The Urban Heat Island (UHI) effect occurs when a particular urbanised area is significantly warmer than surrounding natural or rural areas and is typically related to human activities and the proliferation of hard surfaces and limited vegetation. The City has measured the land surface temperature (LST) against vegetation percentage cover categories in 2007 and 2016, which demonstrates that increased canopy cover reduces land surface temperatures (Astron Environmental Services, 2017).



Photo. Tree cover in Midland



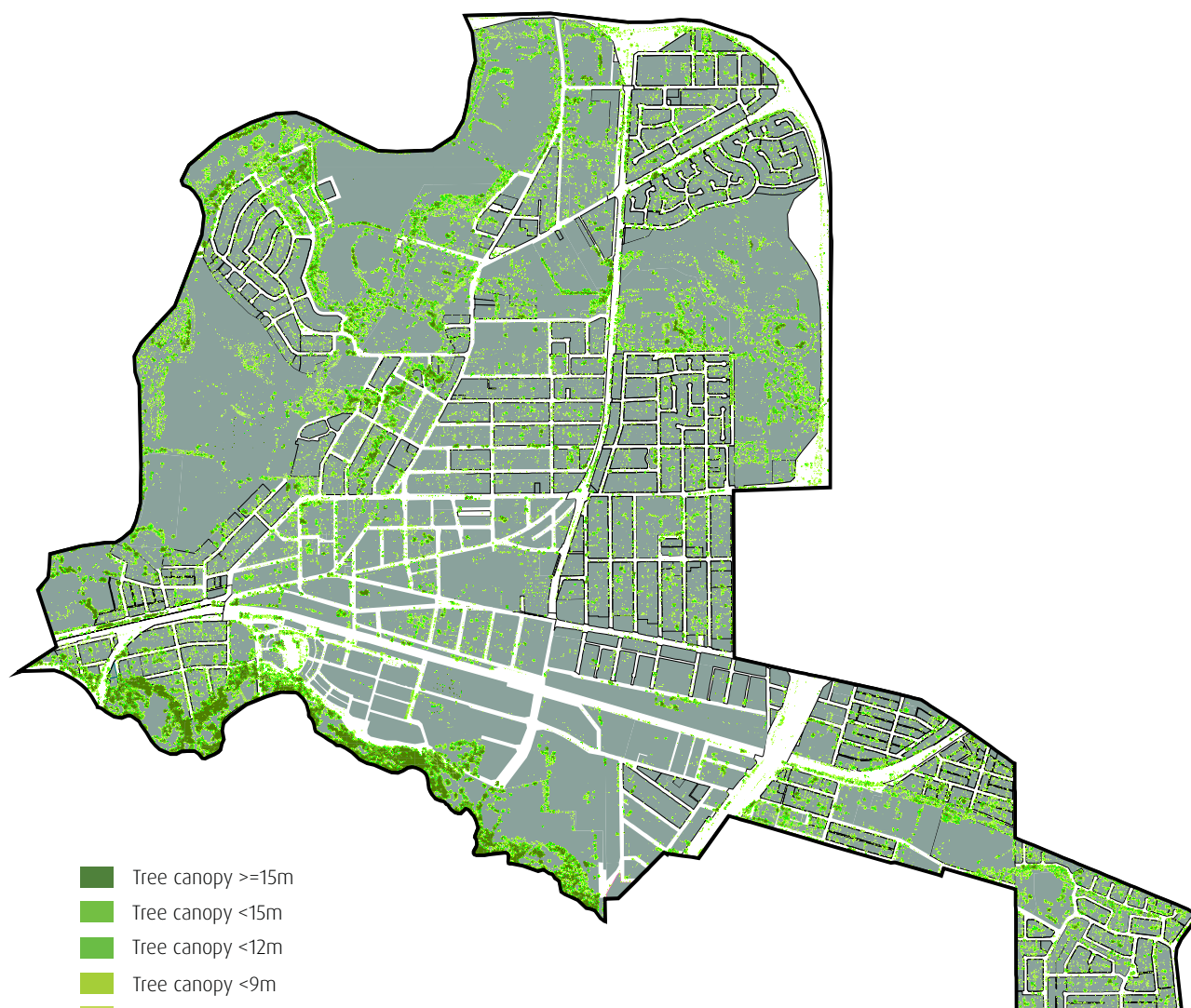


Figure 8 Urban Tree Canopy (CSIRO, 2009)

## 4.2 Waterways and Wetlands

Waterways and their fringing vegetation have important environmental, recreational and cultural values. Healthy fringing vegetation to a waterway helps filter material washed from the catchment and provides food and habitat for a range of animals including waterbirds, frogs and native fish.

The Midland Local Area boundary is formed by two significant river systems, with the Swan River in the west, and the Helena River in the south. The natural environment along the river system is characterised by wetland areas along the two major rivers, and its tributaries, which are Blackadder Creek in Viveash and Wangalla Creek in Koongamia (Figure 11).

The Noongar people have a strong connection to the Midland local area through their stories of the Wagyl, and how the Swan River came into being. The cultural significance of the rivers and creeks in and around Midland are strongly associated with the Noongar culture as places of storytelling. Many creeks and wetlands run into Blackadder Creek and form part of the registered site of the Blackadder and Woodbridge Creeks.

### 4.2.1 Swan and Helena Rivers

The Swan and Helena Rivers are iconic landscapes in Perth's Eastern Region recognised for their natural, cultural and social values. They provide a regional resource in terms of ecosystem functions; access to the natural environment; recreation; social, historic and economic links and sustaining the Noongar people for approximately 40,000 years.

The Swan River (Derbal Yerrigan) is 72km long, connecting with the Avon River at Walyunga National Park and with the Canning River in Applecross (Department of Parks and Wildlife, 2018). The portion of the Swan River along the west of the Midland Local Area is relatively narrow and is primarily adjoined by the City's Swan Regional Riverside Park.

The Helena River's headwaters originate in the Darling Scarp, before traversing the coastal plain and discharging into the upper Swan Estuary at Guildford. Helena River is an ephemeral river system with a largely natural catchment comprising bushland, state forest and national parks. The river's flow regime has been altered and reduced by dams including the Helena River Reservoir (Mundaring Weir) and associated control structures.

The Swan River Trust is committed to ensuring the Swan River continues to be a sustainable healthy ecosystem providing clean water for fishing, boating, swimming and other activities guided by the Swan Canning River Protection Strategy (Department of Parks and Wildlife, 2015).

The portion of the Helena River in the Midland Local Area is managed by the Lower Helena Association (formed in 2011) whom undertake on-ground operations including weed control, native planting and water quality improvement planting (Lower Helena Association Inc, 2018). Actions are guided by the Helena River Catchment Group Action Plan 2012 – 2022 (Eastern Hills Catchment Management Program, 2014).

The EMRC, its six member councils, Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission have also worked together to develop the Swan and Helena Rivers Management Framework to improve environmental, economic and social values of the rivers (EMRC, 2017).

### 4.2.2 Blackadder Creek and Wetland

Blackadder Creek was originally a natural creek but sections have been modified. It discharges into the Upper Swan Estuary, upstream of Ray Marshall Park. Just upstream of its confluence with the Swan Estuary, Blackadder Creek flows through a small area of floodplain wetlands, the Blackadder wetlands.

Blackadder and Woodbridge Creeks form part of a registered Aboriginal site. A corroboree ground was located on the eastern bank of the Swan River near its junction with Blackadder Creek (Hughes-Hallett, 2010). The Woodbridge Creek crossing area of the wetlands is a registered Aboriginal site for Green Bullfrog Dreaming and a Turtle Swamp.

The Blackadder Woodbridge Catchment Group undertakes various activities, including regular planting and weeding days to preserve and enhance the remnant habitat along the Blackadder Creek. (Blackadder/Woodbridge Catchment Group Inc, 2018).



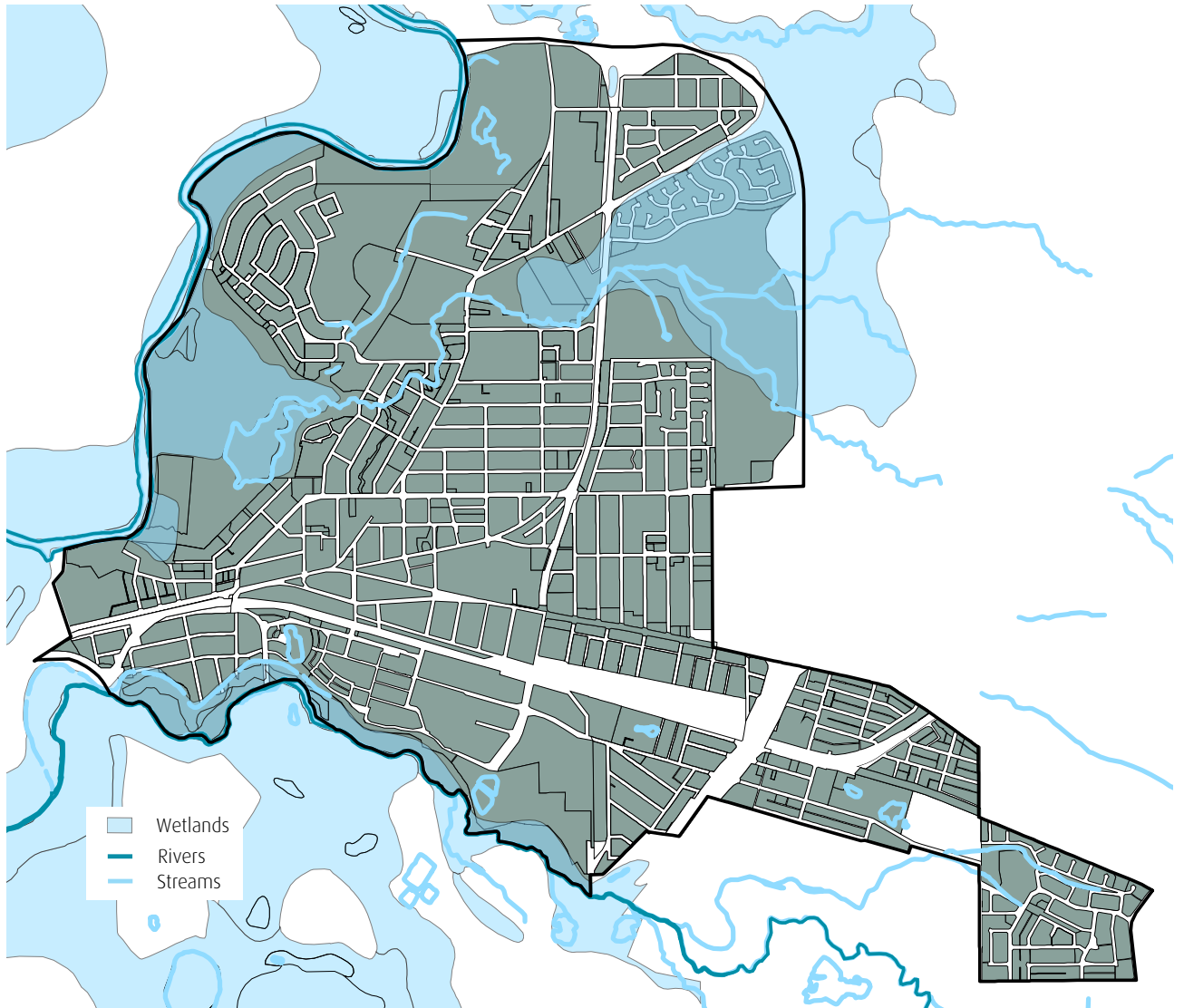


Figure 9 Waterways and Wetlands in Midland Local Area







## 4.3 Sustainable Resource Management

The City has a focus on promoting efficient and effectively managed consumption of resources including water, energy and non-renewable resource along with reducing waste. The City has a number of strategies to inform its ongoing and future actions, such as the Sustainable Environment Strategy.

### 4.3.1 Water Quality

The Gnangara Mound, Swan-Helena Catchment and its tributaries are part of the City's joint responsibility with other agencies in managing water quality. The catchment area above the Lower Helena Pumpback Reservoir is an important water supply catchment for Perth and the Goldfields region. Many activities of adjacent communities potentially threaten water quality within the City of Swan's boundary. Part of the challenge facing the City in protecting its natural environment is to reduce the possible impacts affecting water quality arising from a variety of sources in the City. These impacts are from human intervention involving the use of excessive or inappropriate fertilisers, exposure of acid liberating soils, saline incursion, chemical poisoning and waste disposal practices such as landfill leaching and illegal dumping.

Below are some of the activities and programs the City is undertaking to monitor and improve water quality in the area:

- Light Industry Program (LIP)

The City of Swan's Light Industry Program (LIP) continues to ensure the environment is protected from industrial processes. Businesses are inspected for compliance with legislation requirements. The program aims to engage with businesses and teach them how to prevent industrial pollutants from reaching our rivers through stormwater drains and groundwater. This is particularly relevant to areas such as Bellevue where much of the suburb is still without reticulated sewer. Preventing pollution entering the environment is critical and the first step is to ensure businesses are well informed and educating them where necessary. We have found businesses are willing to make major improvements at significant cost knowing that with the LIP it will ensure a level playing field and all businesses will have to adhere to the same standards.

- Environmental water quality monitoring

The City of Swan undertakes water quality monitoring for both environmental management and public health purposes. Water quality monitoring is completed several times per year either in natural streams, such as the Swan River, and in Water Corporation managed stormwater basins.

The Department of Water also undertakes water quality monitoring; this includes the Department of Water gauging station located near the catchment's lower end, shortly before the river flows into the Upper Swan Estuary near the Westrail workshops at Bellevue.

- Eastern Region Catchment Management Program (EHCMP)

The City of Swan, in partnership with the Shires of Kalamunda and Mundaring, the EMRC, Department of Biodiversity, Conservation and Attractions (DBCA) supports the EHCMP. The EHCMP supports the protection and enhancement of the quality of the natural environment through conservation and water quality activities on public and private property.

### 4.3.2 Water Efficiency

Since 1970, Perth and the southwest of Western Australia have experienced a 19% drop in average annual rainfall (CSIRO, 2016). This has contributed to an overall decline in surface water sources over time and this trend is predicted by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) to continue. Declining rainfall and surface water has forced Perth to increase the use of groundwater as a means to increase its potable water sources. The City acknowledges that the availability of water resources is declining and for this reason has committed to improving its own corporate water management and encouraging the community to do likewise.

In response to the declining availability of water resources, the City's Water Efficiency Action Plan 2016 (City of Swan, 2016), sets out the City's water management goals including reducing community water consumption to below 125 kL per person, in alignment with the Water Corporation's goal of reducing water per capita consumption, from 147 kL per year in 2007/2008 to 125 kL by 2030. This is undertaken by the City through education, contributing to the City's residents remaining below 120kL per person per year water use level since 2011/12.

In terms of water management, the City of Swan is committed to:

- Preserve and protect the ecology and biodiversity of our natural ecosystems;
- Implement 'best practice' in the management of ground and surface water quality and quantity; and
- Prevent and/or manage contamination of developed land and other inappropriate land management practices (POL-C-084 City of Swan's Sustainable Environmental Policy 2010)(City of Swan, 2017).

For example, Swan Active Midland is the highest scheme water using facility the City. Various actions have been taken to reduce water use and make it more energy efficient, such as the installation of sub-meters and upgrades to water efficient bathroom fixtures. The actions allowed the facility to become recognised as a Waterwise Aquatic Centre since January 2017.

Progress against the City's Water Efficiency Action Plan is submitted to the Water Corporation each year as part of the re-endorsement process. In 2018 the City was one of only 13 local governments to receive Gold recognition.

### 4.3.3 Waste Minimisation

Over the next decade, as landfill space diminishes and costs of waste disposal and collection services increase significantly, the City of Swan is aware of the need to optimise the efficiency and effectiveness of its services. The City of Swan is an outer metropolitan growth Council, with population growth, commercial activity and expanding urban areas, placing an even greater demand upon waste and recycling systems.

The City operates its own fleet of waste and recycling collection vehicles which service all types of waste collection. As part of the Eastern Metropolitan Regional Council (EMRC), City of Swan uses the Red Hill landfill facility to dispose of unrecyclable waste material. The City operates its Recycling Centre at Bullsbrook and contracts the sorting and processing of household recyclable material, currently with Cleanaway South Guildford.

As part of the City's commitment to being both sustainable and environmentally conscious, the City runs a program of events each year to help the community to reduce their waste. Programs and events include waste wise workshops such as worm farming, composting and upcycling, clean up Australia Day and educational facility tours.

For example, the City offers a number waste minimisation, litter reduction and recycling options for residents including:

- The Bullsbrook Recycling Centre (BRC) was officially opened in August 2017. This facility is free for use by the City's residents and is also used to process bulk materials both from bulk verge collections carried out by the City;
- Nine Recyclable Goods Drop-Off Days held annually in the Midland Local Area at the Jack Williamson Oval;
- The Reduce Illegal Dumping (RID) campaign launched in 2016 which encourages residents to dispose of waste responsibly or report incidents of illegal dumping;

- From July 1, 2017 year round collection of mattresses on an on-call basis commenced;
- From July 1, 2018 verge collection transitioned to an on-call service providing year-round access to collections;
- Adopt-A-Spot, a Keep Australia Beautiful (KAB) partnership program encouraging residents to adopt a site in the local area to look after and keep litter-free; and
- FOGO Waste System implementation by 2022/23.

Since the opening of the BRC the City has seen a 9% reduction in illegal dumping, a projected saving of 2,281 tonnes of carbon dioxide annually and overall a reduced amount of waste that would normally end up in landfill (City of Swan, 2018).

With the expected increase in its population and commercial and industrial activities, especially within expected growth areas, the City is continually reviewing the requirements and options for new infrastructure to provide the community and local businesses with possibilities for recycling and to minimise waste.

#### 4.3.4 Energy Efficiency and Carbon Reduction

The City of Swan's Sustainable Environment Strategy (2012) states that the City will work internally and with partners to monitor and improve efficiency in the use of natural resources and to support and implement the development of sustainable alternatives.

In recent years, the City has conducted many initiatives to improve the energy efficiency of its building facilities. This includes implementation of a Building Management System, staff professional development and the installation of energy saving devices such as motion sensors etc. (City of Swan, 2012). The City also conducts an annual inventory of the greenhouse gases produced in operations as an important part of achieving its goals in reducing emissions. In Midland the City has installed large-scale solar thermal heating systems for its swimming pools including Swan Active Midland and has installed an electric vehicle charge station outside the City's administration building in Midland.

In 2017, the City joined the Climate Councils Cities Power Partnership (Climate Council, 2018). Since joining the City completed a total LED retrofit of our administration building, reducing lighting emissions by 61% each year, and installed more than 70kW of rooftop solar panels.

As part of the partnership, the City has committed to five action pledges summarised below:

- Install renewable energy systems (solar PV) on council buildings;
- Encourage local businesses and residents to take up solar PV, battery storage and solar hot water heating;
- Adopt best practice energy efficiency measures across all council buildings;
- Provide for adequate cycle lanes (both space and connectivity) in road design and support cyclists through providing parking, and end of trip facilities (such as covered, secure bike storage, showers, bicycle maintenance and incentives); and
- Set city-level renewable energy or emissions reduction targets and sustainable energy policies to provide a common goal and shared expectations for local residents and businesses.

### 4.4 Environmental Amenities

#### 4.4.1 Air Quality

Air quality is important to us all, and poor air quality affects human health and the environment. The Department of Water and Environmental Regulation (DWER) is the state agency managing environmental pollution in Western Australia. The City provides advice and assistance on pollution issues to the DWER.

Air pollution occurs when the air contains substances that can affect or even injure humans and animals, or damage plants or materials. Some substances come from natural sources, while others are caused by human activities such as cars, fires, industry, agriculture and business. In Midland the primary potential sources of air pollution includes the freight rail line. The State Government is currently proposing zoning changes to the MRS to allow for the existing freight rail to be realigned out of the Midland strategic metropolitan centre. The City supports the long-term relocation of the freight rail line away from Midland centre, and will continue to advocate the state government in finalising the realignment of the railway line.

#### 4.4.2 Noise

The Midland Local Area is subject to a number of sources of noise, in particular primary freight roads and the Midland freight line and the Perth Airport aircraft noise (Australian Noise Exposure Forecast (ANEF) contours) (Figure 12).

Urban consolidation is placing increasing development pressure on land near busy transport corridors. Development of noise-sensitive land uses within trigger distances of major transport corridors is required to be designed in accordance with State Planning Policy 5.4 Road and Rail Noise (SPP5.4). A key objective of SPP 5.4 is to minimise the impact of road and rail noise on noise-sensitive land uses; and protect the State's key transport corridors.



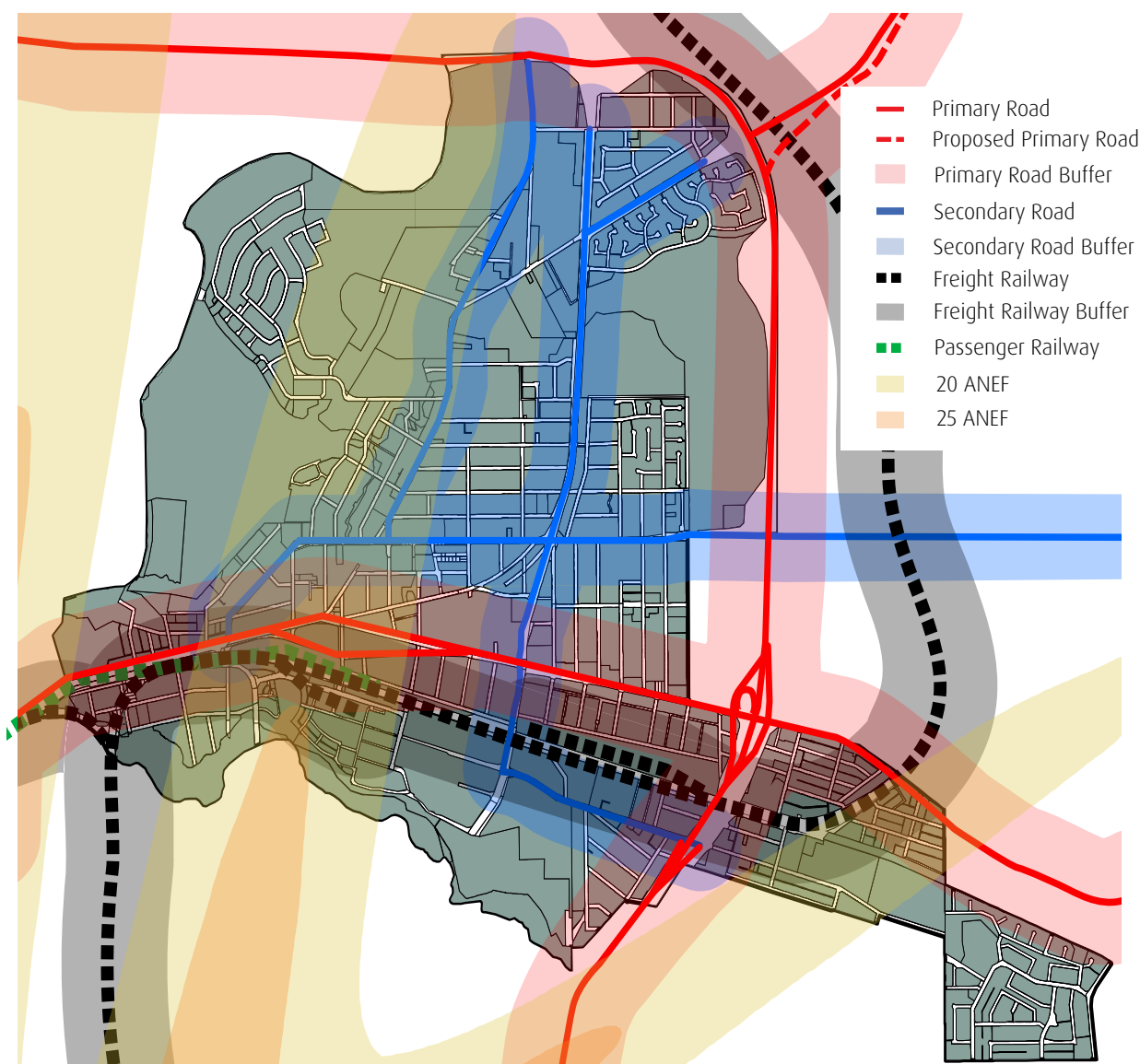


Figure 10 Road and Rail Noise and Perth Airport Noise Exposure Forecast

As noted, above proposed new alignment of the Midland freight line to bypass the centre of the Midland SMC is currently being planned which will reduce rail noise impacts in the long-term.

The ANEF contours (Figure 12) affects a large portion of the Midland Local Area. Where development is proposed (in particular for a sensitive land use such as residential development) within the 20 ANEF contours or above, planning approval may be required. Through the approval process, appropriate siting and design is required to ensure the development provides for acceptable noise standards in accordance with State Planning Policy 5.1 Land Use Planning in the Vicinity of Perth Airport, relevant building codes and Australian Standards. A notification is then generally placed on the land's Certificate of Title advising subsequent landowner(s) that the property is affected by aircraft noise.

Perth Airport has advertised their draft Master Plan 2020 and is progressing with the planning and approvals for a new runway to support the growth of Western Australia. At this stage of the planning process the exact flight paths are not known. The flight paths will be completed as part of the final flight path design in the three years leading up to the opening of the runway (Perth Airport, 2018). For some people, when the new runway opens, their exposure to aircraft noise will reduce. Others will experience little or no change, while some people will experience increased aircraft noise or be exposed to aircraft noise for the first time (Perth Airport, 2018).

Development will also need to consider the potential for increased noise related issues as housing densities increase over time with more people are living in closer proximity to their neighbours or within mixed use developments.

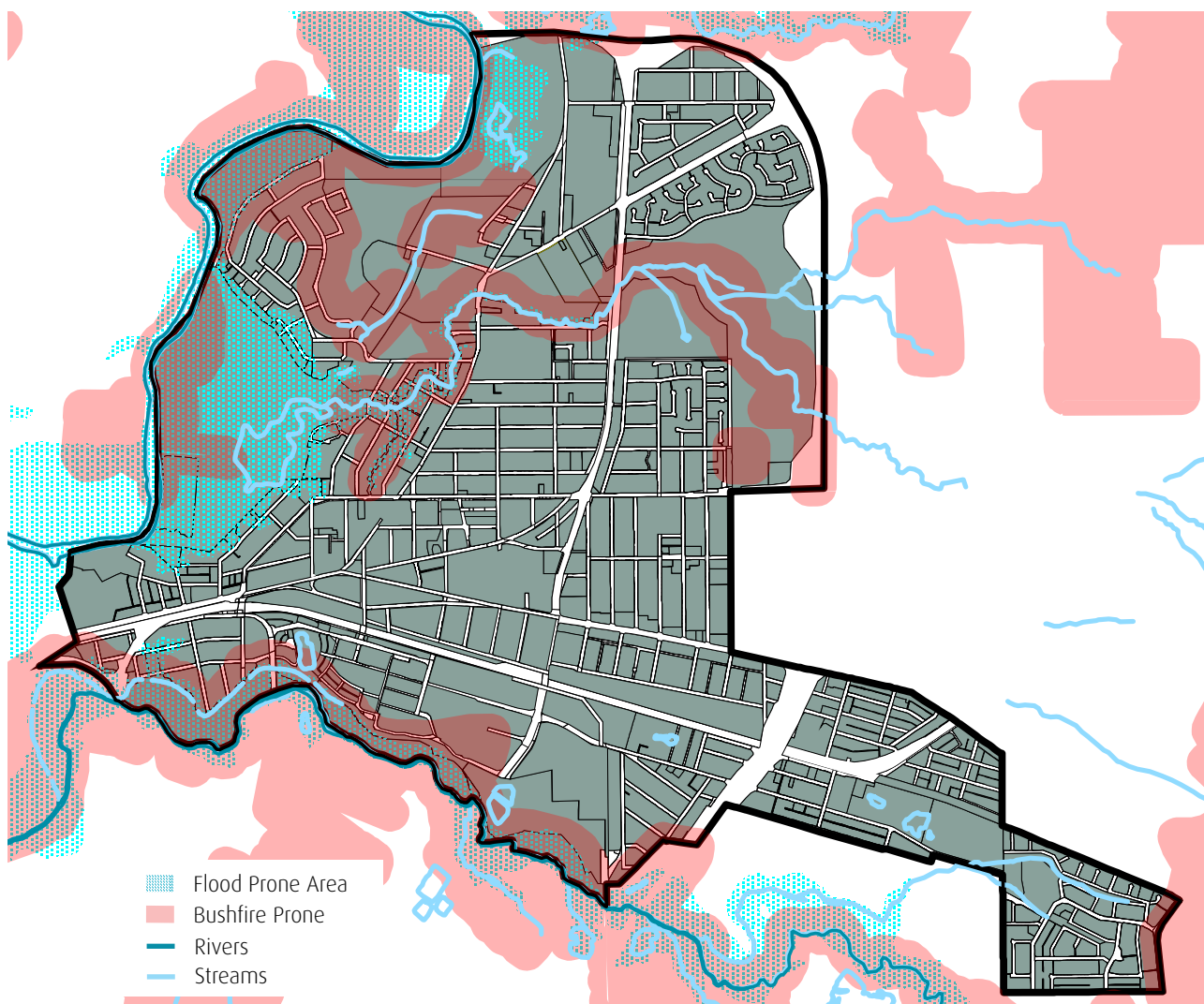


Figure 11 Bushfire Prone Areas and 100 year Floods Area in the Midland Local Area

## 4.5 Natural Hazards

### 4.5.1 Bushfire

The Midland area is affected by the Bushfire Prone Area mapping along the Swan and Helena Rivers, and along Blackadder Creek in the Viveash area (Figure 13). For all planning and development within a Bushfire Prone Area, consideration must be given to SPP 3.7 Planning in Bushfire Prone Areas.

New dwellings in bushfire prone areas are required to be built to Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas and is enforced by the Building Code of Australia (BCA).

### 4.5.2 Flood

The Midland Local Area is currently mapped within the Department of Water's 100 Year Average Recurrence Interval (ARI) flood prone mapping along the Swan River, Helena Rivers and Blackadder Creek (Figure 13). These affected areas are primarily within reserve land such as the Woodbridge Regional Riverside Park and the Helena River Foreshore. While the mapped areas have limited effect on residential areas, a number of the City's assets are at risk. For example, in 2017 the Woodbridge Regional Riverside Park was affected by flood with significant works required to repair the area. For land within floodways, planning approval is required to construct a building, or to construct or carry out works.

The EMRC is also undertaking a project to update the Swan and Helena Rivers floodplain mapping because it is dated and does not reflect current industry standards or consider the impact of observed changes in catchment rainfall since the 1970s (East Metropolitan Regional Council, 2018).

The project is a five stage regional project titled 'Understanding and Managing Flood Risk in Perth', a flood study for the Swan and Helena Rivers to assess risk, collate data, prepare mapping and develop floodplain strategy and community awareness in relation to managing flood risk (East Metropolitan Regional Council, 2018). The project has completed the first three stages of this project, which included the mapping and is about to commence stage 4 of the project.

## Natural Environment Highlights

- The City supports a number of bushcare volunteer groups which play an important role in protecting and enhancing the health of waterways in the Local Area; and
- Council endorsement of FOGO Waste System to be implemented by 2022/23.

## Natural Environment Issues

- The Midland local area has been flagged in the Urban Forest Strategy as one of the priority areas to be addressed; and
- The City supports the relocation of the freight rail line away from Midland centre, and will continue to advocate the State Government in finalising the long-term realignment of the railway line.



Photo. Emergency Services





## 5.0 Built Environment

The built environment characteristics within the City of Swan are rich and diverse. They reflect the prevailing architectural forms and subdivisional design at the time of their development spanning over 100 years. Buildings in the Midland Local area range from the colonial style of the 1840's and 50's in Woodbridge and Midland through to contemporary high density living in inner city Midland. Subdivisional design ranges from traditional grid pattern of streets with larger lots, to the more curvilinear street patterns, a Garden City approach featuring many loops roads and the incorporation of new urbanism principles.

### 5.1 4.1 Heritage

#### 5.1.1 4.1.1 Aboriginal

Aboriginal heritage places provide Aboriginal people with an important link to their present and past culture and are an important element of heritage for the whole community. The significance of Aboriginal heritage within a development site is important to recognise, protect and include within any new proposal.

The Midland Local Area has a number of registered archaeological sites of significance which combined cover almost the entire local area (Figure 14). These sites are publicly recorded Registered Aboriginal Sites with the Department of Aboriginal Affairs.

#### 5.1.2 European

Midland contains some of Perth's most unique examples of late 1800s industrial architecture associated with the way of life around the railways and the workshops at the time. Some of the State's most significant heritage buildings and places are therefore found in Midland, Woodbridge and Guildford. The continued protection of these heritage buildings and places is vital to this character and the fabric of the built form that is unique to Midland.

##### 5.1.2.1 Local Government Inventory (LGI), Heritage List and MRA Heritage Inventory

The City has recently updated its Local Government Inventory (LGI) and Heritage List. There are 423 places on the inventory, of which 90 are found in the local area in the suburbs of Bellevue, Midland, Middle Swan and Woodbridge. Of these 90 properties, 20 are also included on the Heritage List which are afforded the highest level of protection.

Many heritage places are also found on the Midland Redevelopment Area (MRA) Heritage List maintained by the Metropolitan Redevelopment Authority. Within the MRA 60 places are identified with almost half (28) also being found on the State Register of Heritage places which are afforded the highest level of protection.

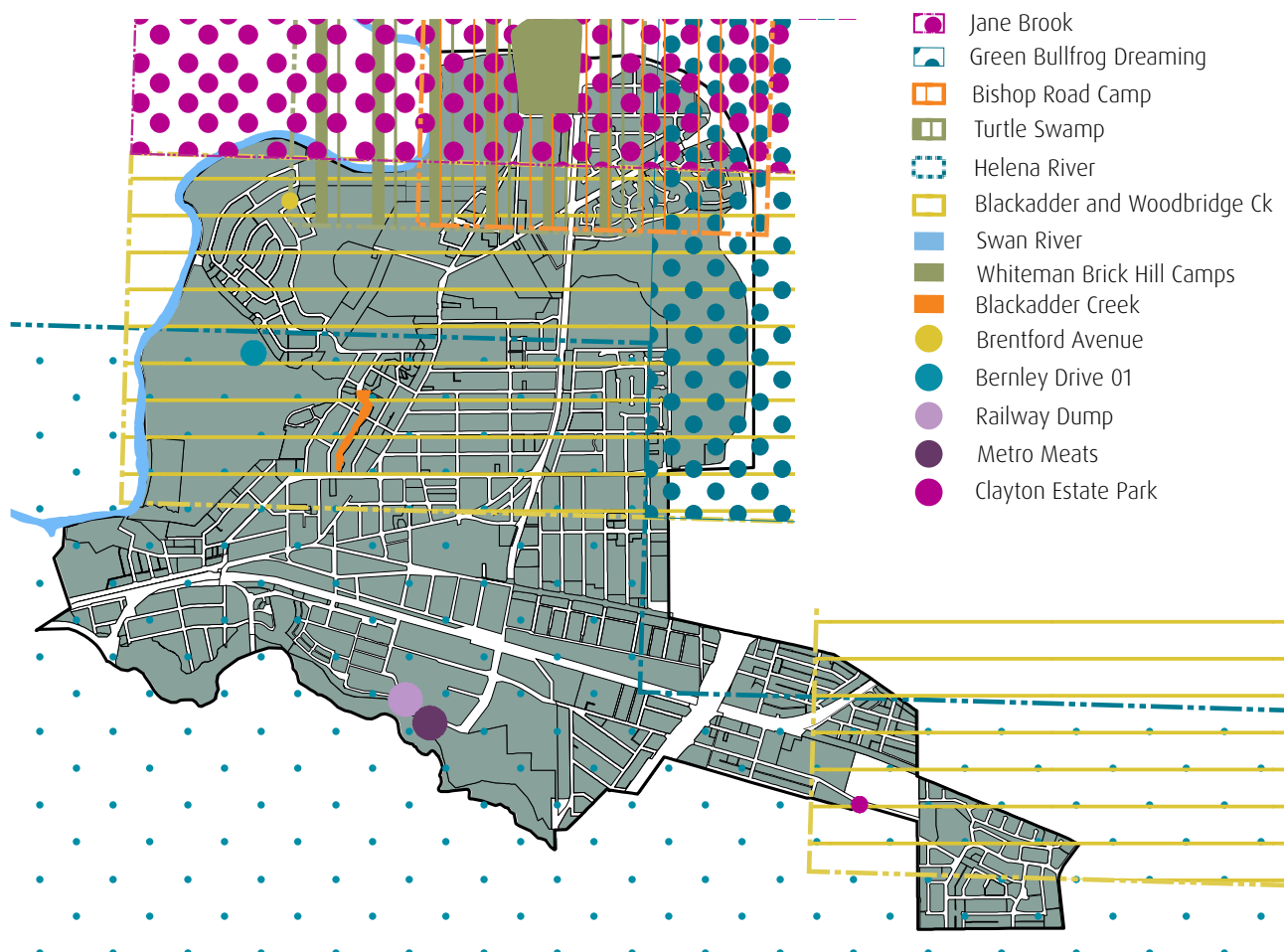


Figure 12 Registered Aboriginal Sites in the Midland Local Area



Some of the significant places in the Midland Local area include (Figure 15):

- |   |  |
|---|--|
| 1. Woodbridge House (LGI # 52);         | 7. Western Australian Bank (fmr)(V4);          |
| 2. Midland Town Hall (LGI # 66);        | 8. Chief Mechanical Engineer's Office (H5);    |
| 3. Midland Court House (LGI # 128);     | 9. Railway Institute and Technical School;(H6) |
| 4. Lotteries House (LGI # 131);         | 10. Midland Railway Workshops (H1);            |
| 5. St Brigid's Church (LGI # 28);       | 11. Flanging Shop (fmr)(C1); and               |
| 6. Old Midland Junction School (V1-V3); | 12. Church of the Good Shepherd (LGI # 22).    |

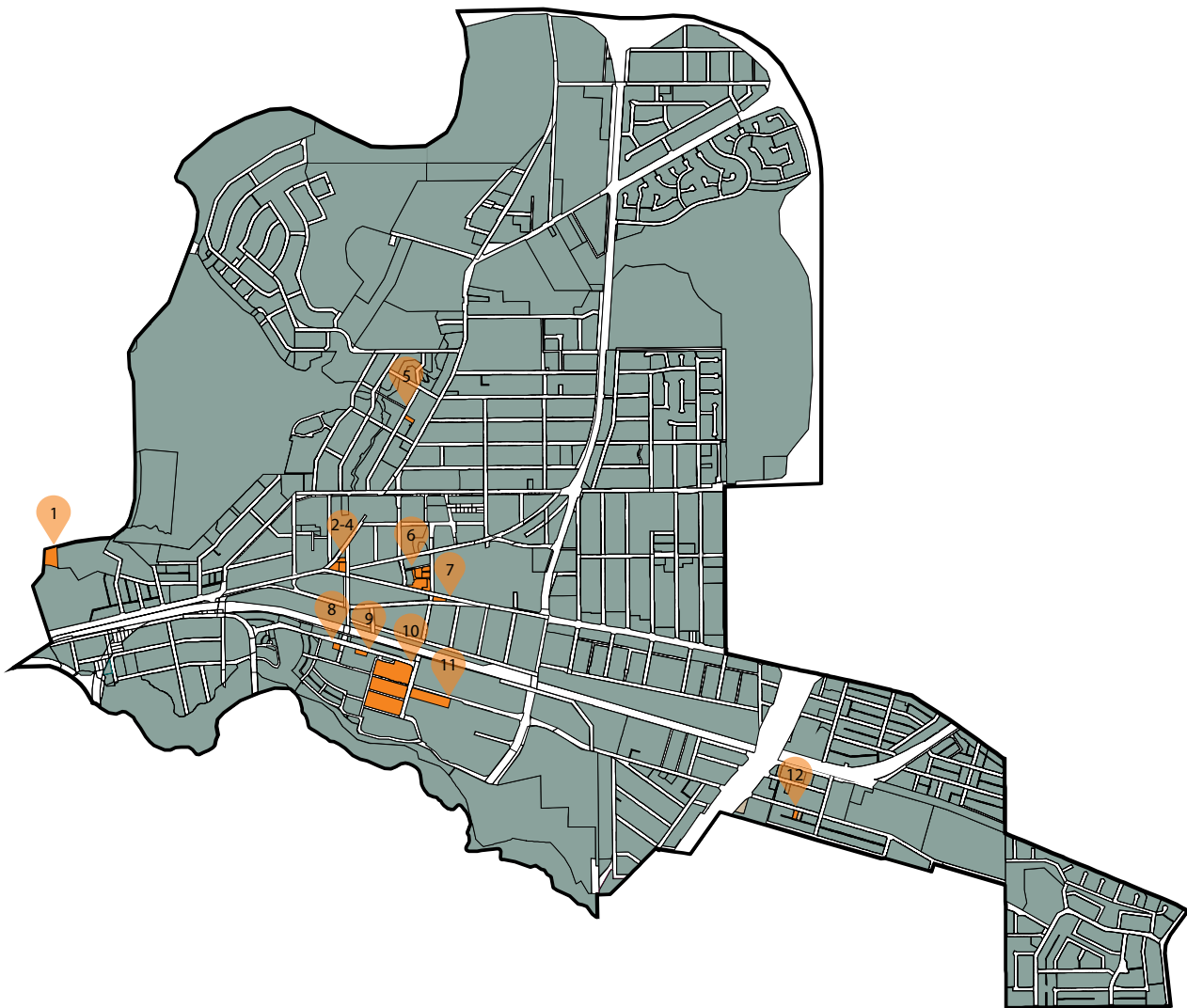


Figure 13 Heritage Places in the Midland Local Area

#### 5.1.2.2 Woodbridge Conservation Precincts (POL-C-111)

Parts of Woodbridge (north and south of the railway) are recognised as having local cultural significance and were designated as conservation precincts in 1998 under the City's Local Planning Scheme. This allows the City to have greater control over subdivision and development in the precincts. The policy is intended to provide detailed guidance to property owners and the City to achieve good development outcomes in an important heritage context.



## 5.2 Housing

### 5.2.1 Dwellings (Profile.id., 2018)

In 2016, there were a total of 6,498 private dwellings in the area made up of 3,548 separate houses, 2,536 medium density dwellings, and 244 high density dwellings. In addition, there were 110 caravans/cabins/houseboats in the area. Midland when compared to the City of Swan/Greater Perth has a lower proportioning of separate houses (54.6% and 84.8%/74.6%), and a higher proportion of medium density (39% and 13.4%/19.6%) and high density (3.8% and 0.8%/5.1%) dwellings.

The Midland Local Area also experiences a lower average household size of 2.21 compared to the City of Swan at 2.75 and Greater Perth at 2.55 (profile.id., 2018). This coincides with the high percentage of lone persons households, which represent 31.3% of households in the local area compared to 18.1% for the City of Swan and 21.7% for Greater Perth. Despite the smaller household size, the higher proportion of medium density housing in Midland results in a strong population density of 9.78 persons per ha, compared to the City at 1.33 and Greater Perth at 3.15. This outcome is supported by Midland's role as a Strategic Metropolitan Centre and the Perth and Peel@3.5million strategy to continue to support more sustainable and compact urban form.

Furthermore when looking at tenure, the area experiences a notably high proportion of renters, representing 41.4% compared to the City of Swan and Greater Perth with 21% and 25.5% respectively. This is reflective of the high proportion of medium density dwellings and high young adult population (20-34). The area also has a lower proportion of mortgaged dwellings when compared to the City of Swan (27% compared to 50.7%). This reflects the established nature of the area in contrast to the new expanding urban areas often with a higher numbers of mortgages.

### 5.2.2 Growth and Infill

It is estimated on current trends that more than 3.5million people will live in Perth and Peel by 2050. Approximately 800,000 new homes are required to accommodate an additional 1.5 million people. Of these, 380,000 dwellings will be developed predominantly in strategic infill locations to reach the Directions 2031 and Beyond infill target of 47 per cent (Western Australian Planning Commission, 2018).

Infill development within established urban areas has the potential to contribute to housing diversity and respond to ongoing changing demographics and community aspirations. It is expected that infill development will also contribute to maximising the use of existing infrastructure and economies of scale for provision of transport and service infrastructure (Western Australian Planning Commission, 2018). The North East Sub-regional Framework sets an urban infill dwelling target of 25,690 for the City of Swan to 2050. By 2036, the number of dwellings in the Midland local area is expected to increase to 9,907 (Profile id., 2019).

As the Midland Local Area is generally established, this growth will be predominantly accommodated by infill residential development concentrated in and around the Midland Strategic Metropolitan Centre. The Midland Activity Centre Structure Plan allows for up to 6,955 dwellings when fully developed beyond 2036. Increased residential densities in close proximity to, and within, activity centres have positive benefits for the community in terms of retail and commercial activity, liveability and accessibility to services and infrastructure (Essential Economics Pty Ltd, 2017).

The City's Urban Housing Strategy also addresses future housing needs and provides opportunities for smaller scale infill development in locations close to activity centres, transport nodes and in consideration of the age of existing housing stock. The Urban Housing Strategy is expected to yield an additional 4,362 dwellings in the Midland Local Area by 2031 (Table 2).

Table 2. Urban Housing Strategy Outcomes

Suburb	Additional projected dwellings by 2031 at a moderate take-up
Bellevue	414
Middle Swan	402
Midland - Midvale	2,292
Koongamia	407
Viveash	176
Woodbridge	671
Total	4,362

### 5.2.2.1 METRONET - Station Precincts

The State Government has announced the construction of a new Midland Train Station between Helena and Cale Streets (Figure 16). The new station will provide a modern facility and will better integrate with Midland Gate Shopping Centre and the Midland Health Campus. The train line will also be extended to a new \$50 million railcar assembly and maintenance facility in Bellevue.

When identifying locations for future infill development, the North-east Sub-regional Framework highlights that where appropriate, infill development should be focused in and around station precincts. As planning continues, options to promote these precincts as attractive places to live and work will be investigated.



Figure 14. Midland Station Map (Metronet, 2020).

### 5.2.3 Housing for the Ageing

City provided services have been focused on the ageing population in recent years to enable residents to 'age in place'. This refers to the provision of appropriate housing and services within the community for older people to down-size from family sized homes to smaller accommodation with universal design features, to enable their ongoing usability as ageing residents' needs change. In addition to impacts on housing, the changing demographics associated with an ageing population also impact on health and community services, sport and recreation services, and community support and social inclusion.

The City's Strategy for the Ageing Population (Pracsys, 2015) recognises these needs and identifies several mechanisms for encouraging universally designed, affordable housing options, and the role of the City in enabling these mechanisms to work.

Overall the City faces a shortage of aged care facilities unless more private sector investment can be attracted to the region. A major challenge for the City is that a large component of this growth in demand is likely to be required in areas such as Ellenbrook, the Urban Growth Corridor and Bullsbrook, which have less access to infrastructure and public transport in comparison to older, developed areas like Midland and Guildford. There are eight existing aged care facilities within the City of Swan (privately run), located in Midland, Guildford and Ellenbrook. There are a number of facilities available in the Midland Local Area including Midland Nursing Home, Tuohy Nursing Home, Morrison Lodge and City owned facility Elvire Chalets. However with Midland's access to infrastructure and public transport, continued supply in Midland remains important.

It is noted in the City's Economic Development Strategy that the City will cooperate with developers and service providers interested in retirement living, aged care and early years services by, amongst other things, leveraging Council assets to attract investment (Geografia Pty Ltd, 2017). Attracting private sector provision of aged accommodation is an advocacy priority for the City of Swan, and development sites for further aged care provision are being investigated in Midland. As noted in the City's 2018-19 Corporate Business Plan, it is envisaged to commence negotiations with a provider to construct 90 bed Aged Care Facility at the Elvire Chalets (City of Swan, 2018).

## 5.3 Midland Activity Centre (Strategic Metropolitan Centre)

The City and the Metropolitan Redevelopment Authority (MRA) are continuing to undertake planning that seeks to significantly revitalise the centre to provide an enhanced and diversified level of employment activity, intensified residential densities and infrastructure improvements that will support increased access to jobs and services. The State Government has provided considerable investment in Midland through the MRA and has achieved high-quality mixed use including higher density residential, retail and commercial development within and adjacent to the centre. A proposed new alignment for the freight rail line to bypass the centre will reduce rail noise impacts, improve north-south access across the centre and potentially provide urban consolidation opportunities along the existing freight line (Western Australian Planning Commission, 2018).

### 5.3.1 Midland Activity Centre Structure Plan

The Midland Strategic Metropolitan Centre is a CBD undergoing significant revitalisation and change. In 2007, an Enquiry by Design resulted in a strong vision for Midland's revitalisation and key outcomes required in order to realise this vision.

The Midland Activity Centre Structure Plan (MACSP) was approved by the Western Australian Planning Commission on January 30, 2018. It provides for the long term growth and development of Midland, addressing key activity centre considerations.

It defines the direction of the centre over the next 10 to 20 years, influencing the form of development, its character, intensity of activity and perception as a place by the community. It details land use and infrastructure requirements as well as environmental assets, residential density and plot ratios, built form, and movement arrangements for all modes of transport and pedestrian accessibility. Design Guidelines are also being developed to support the requirements of the Structure Plan.

The general objectives of the MACSP are to:

- Provide attractive, pedestrian-oriented streets and public spaces that create an environment for positive community engagement and business exchange.
- Activation at ground level, retail and hospitality uses in key streets.
- Enable buildings and public realm to engage with pedestrians and facilitate a comfortable and safe urban environment.
- Intensification of development near the new Midland Train Station to establish mixed use neighbourhoods and maximise access to and benefit of public transport.
- Redevelopment of land along the railway spine.
- Optimise residential development potential whilst maintaining the intended character of Midland's historic core.
- Minimise the impact of car parking on the pedestrian experience and quality of the public realm.
- Promote the use of sustainable modes of transport and a healthy way of living through active engagement with the urban environment.

### 5.3.2 Midland Redevelopment Area

The Midland Redevelopment Area governed by the Metropolitan Redevelopment Authority forms part of the wider Midland Strategic Metropolitan Centre. Development in the Midland Redevelopment Area is directed by the Midland Redevelopment Scheme 2. It is supported by the Authority's Development Policies, Design Guidelines and other planning tools to achieve the sustainable development of the Scheme Area.

The Scheme incorporates the requirements, provisions and opportunities to ensure sustainable growth and development, and includes important sustainability outcomes such as compact growth, mixed land use, good design, primacy of public spaces, heritage conservation and reduced car use. The Scheme places importance on equity, opportunity, diversity and good governance, all intrinsic elements of sustainability.

The Design Guidelines set out the requirements for building design and other development standards for land within a specific area of the redevelopment area, such as for a project area or a precinct. Design Guidelines provide the detailed guidance for designing and assessing development proposals and include standards such as building design and materials, building height and setbacks, and car parking.

### 5.3.3 Midland Oval Redevelopment Masterplan

The redevelopment of the Midland Oval has a long history, with the first decision regarding the project recorded in 1968. Over this time the site has become increasingly recognised as a catalyst for the reinvigoration of the Midland CBD. As a result, the City has renewed work on developing the Master Plan which supports the status of Midland as a strategic metropolitan centre.

The amended Master Plan (Figure 17) was endorsed in April 2018 and includes six sub-precincts offering a series of high quality parks, open spaces and community facilities as well as new living and business opportunities. New road connections will offer improved accessibility into and around the new town centre. Associated Design Guidelines are also being prepared to set out key principles and provide an assessment framework to support quality outcomes.





Figure 15 Endorsed Midland Oval Redevelopment Master Plan (OCM 11 April 2018)

### 5.3.4 Design Guidelines

The City is in the process of preparing Midland Oval Redevelopment Urban Design Guidelines to support the implementation of the Midland Oval Redevelopment Masterplan (MORM), and to guide the delivery of the high standard of development envisioned for the precinct. To support the statutory implementation of the MODG, the guidelines are proposed to be adopted as a Local Planning Policy under Local Planning Scheme No. 17.

The Midland Activity Centre Design Guidelines (MACDG) were endorsed by Council concurrently with the Midland Activity Centre Master Plan (MACMP) on 18 December 2013. Since then, many changes have occurred including changes to the land subject to MRA jurisdiction and additional information has become available including the Midland MRA Design Guidelines, Design WA – SPP7 and SPP7.3, Draft Midland Oval Design Guidelines and the finalised MACSP. In response, the MACDG have been amended and are proposed to be initiated as a Local Planning Policy to be adopted under Local Planning Scheme No.17. The MACDG are focused on encouraging high-quality development throughout the Midland Activity Centre.

### 5.3.5 New Junction

**New Junction is Midland’s new town centre where you’ll be able to shop, work, eat, play, relax – and even live.**

New Junction is an 11ha precinct that will deliver a diverse new range of housing, business, recreation and retail opportunities all designed to bring people together. New Junction takes the best of Midland’s past, and connects people and places like never before, in what will become the town’s biggest back yard.

Upon completion of the redevelopment, New Junction will boast a total of over 2.3Ha of new public open spaces and include 650 new trees, providing new habitats for birds and local fauna and delivering shade and shelter for the community.

Stage 1 Weep Park design was approved by Council in 2018 and commenced with the planting of nearly 50 trees in June 2019. Weep Park is the main public open space in New Junction and will be finished in 2020. Weep Park incorporates a grassed kick about area and a dedicated youth zone including shade sails, a climbing wall, basketball goals, public art and landscaping (Figure 18). Stage 2 was publically advertised in 2019 and is scheduled to commence construction in 2020-21, and will complete the play area (Figure 19). The development of the park is being supported by a \$1million donation from the Stefanelli Family and a \$1.3 million grant from Lotterywest.



Photo. New Junction July 2019.



Figure 16. Weep Park Design.



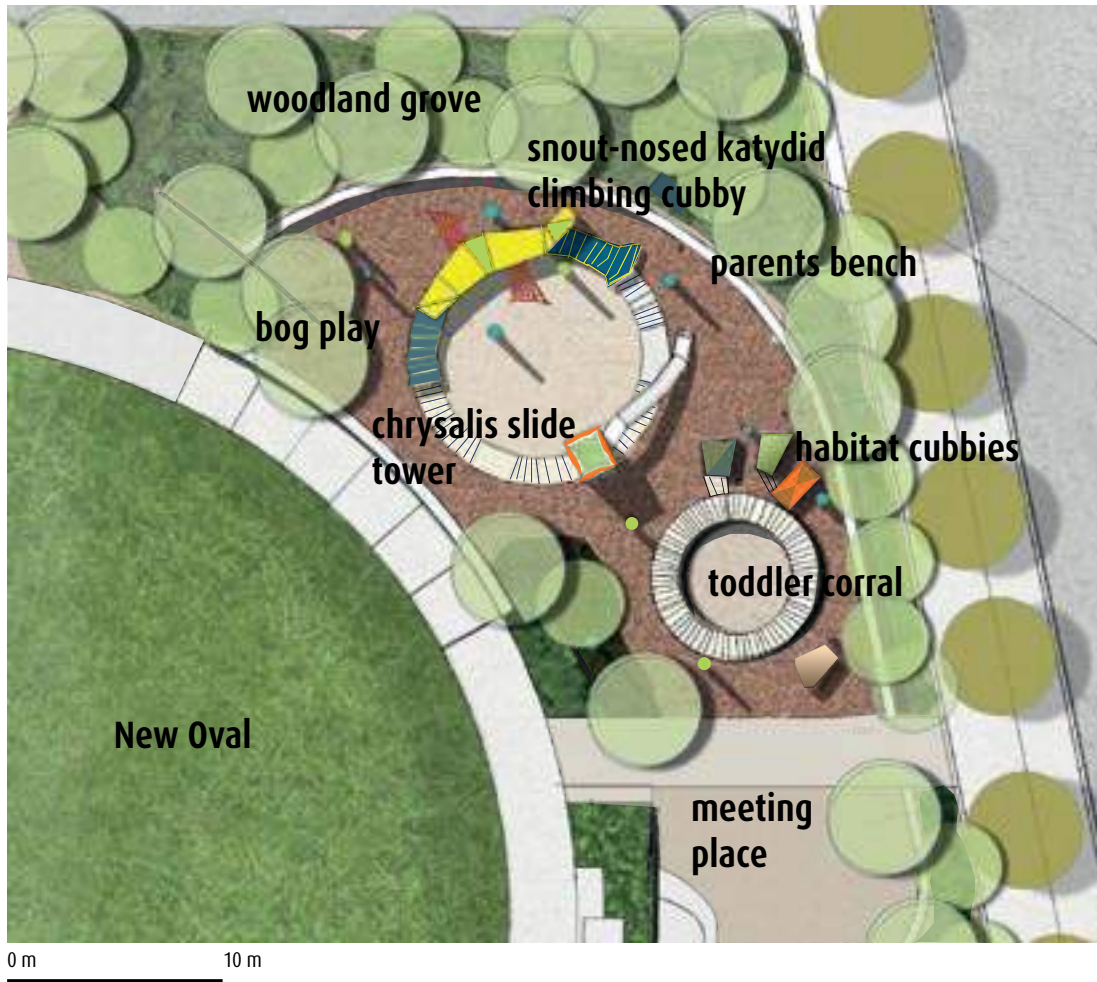


Figure 17 Weeip Park Habitat Play Space

## 5.4 Bellevue East Land Use Study

The Bellevue East Land Use Study (BELUS) is a response to resident concerns at the uncertainty of future land use in Bellevue.

The study area is a unique locality containing a mix of industrial, residential, and rural land uses. There are many planning constraints that impact the study area. It aims to identify future land use and address the conflict between industrial and residential uses within the locality.

Since the preparation of the Study, Stage 1 of METRONET has been released. This includes an investigation of the potential for a proposed extension of the Midland line to a new station in Bellevue and the announced railcar assembly and maintenance facility to be built in Bellevue. When further information becomes available regarding the station location the BELUS will require review.

## 5.5 Social Infrastructure

The Midland local area has access to a variety of community facilities, including a state and regional facilities. This includes community facilities, sport and recreation facilities and public open space along with health and education facilities mostly provided privately and by the State Government.

The provision of social infrastructure is continually monitored by the City and the future provision of this infrastructure will be coordinated with the development of urban land and resultant population growth. Further, the City's Asset Management Strategy has been prepared to assist the City in improving the way it delivers services including parks and community buildings (City of Swan, 2016).

### 5.5.1 Community Facilities and Public open Space

The City has developed its Standards of Provision: Open Space and Community Buildings (Standards) to ensure a planned approach to the way the City's communities are provided with adequate and fit-for-purpose open space and community buildings. The Standards provide the City with a basis of comparison to identify where potential gaps or over-provision of open space and community buildings exist within the City, as well as ensuring an equitable distribution ratio of community infrastructure is established (City of Swan, 2017). The Standards act as an overarching document which informs a number of other open space and community buildings focussed policies, strategies, design guidelines and specifications.



The City has also prepared a Midland Community Infrastructure Plan (MCIP) to guide the City on future planning, location, development and funding priorities for public open space and community facilities within the Midland Local Area (City of Swan, 2016). During this investigation a range of issues and opportunities were identified that will guide the community and the City of Swan in the allocation of resources to the various recommendations.

Generally, facility and public open space provisions and ratios for Midland are adequate for the current population and are well used, with some capacity in most cases for increased use (Figure 20). The intention in Midland is where possible, to maximise current infrastructure and promote the multi-functional use of community facilities which have potential to bring a range of compatible services to existing activity centres.

However, a number of key findings and recommendations are made in the Midland CIP. Planning is underway for the following recommendations:

- Continue to monitor the amount of use of all sporting open space within the local area. This includes hours and intensity of use, club memberships, and surface quality to assess demand and inform future planning decisions;
- Extending North Swan Park to include two full sized diamond pitches;
- The City is planning an outdoor recreation space at Lot 300 Gray Street, Midvale. Stage One of the project is for the delivery of a skate park;
- A new pavilion at Ron Jose Oval will begin construction in 2020 with completion expected in 2021. Lighting is being upgraded;
- Consider alternative entry points into the Midland Library and activate the courtyard space between the library and the Town Hall;
- An upgrade of the Koongamia Pavilion began construction in 2019 with completion expected in 2020;
- In July 2019, Council endorsed a \$16 million refurbishment and facility upgrade for Swan Active Midland;
- Upgrade of Lloyd Penn Park, Koongamia;
- Upgrade of Ron Jose Playground in 2020/21; and
- Upgrade of Holmesdale Park, Woodbridge in 2020/21.

A summary of the community facilities and public open spaces in the local area are identified in Table 3, and in Figure 20.

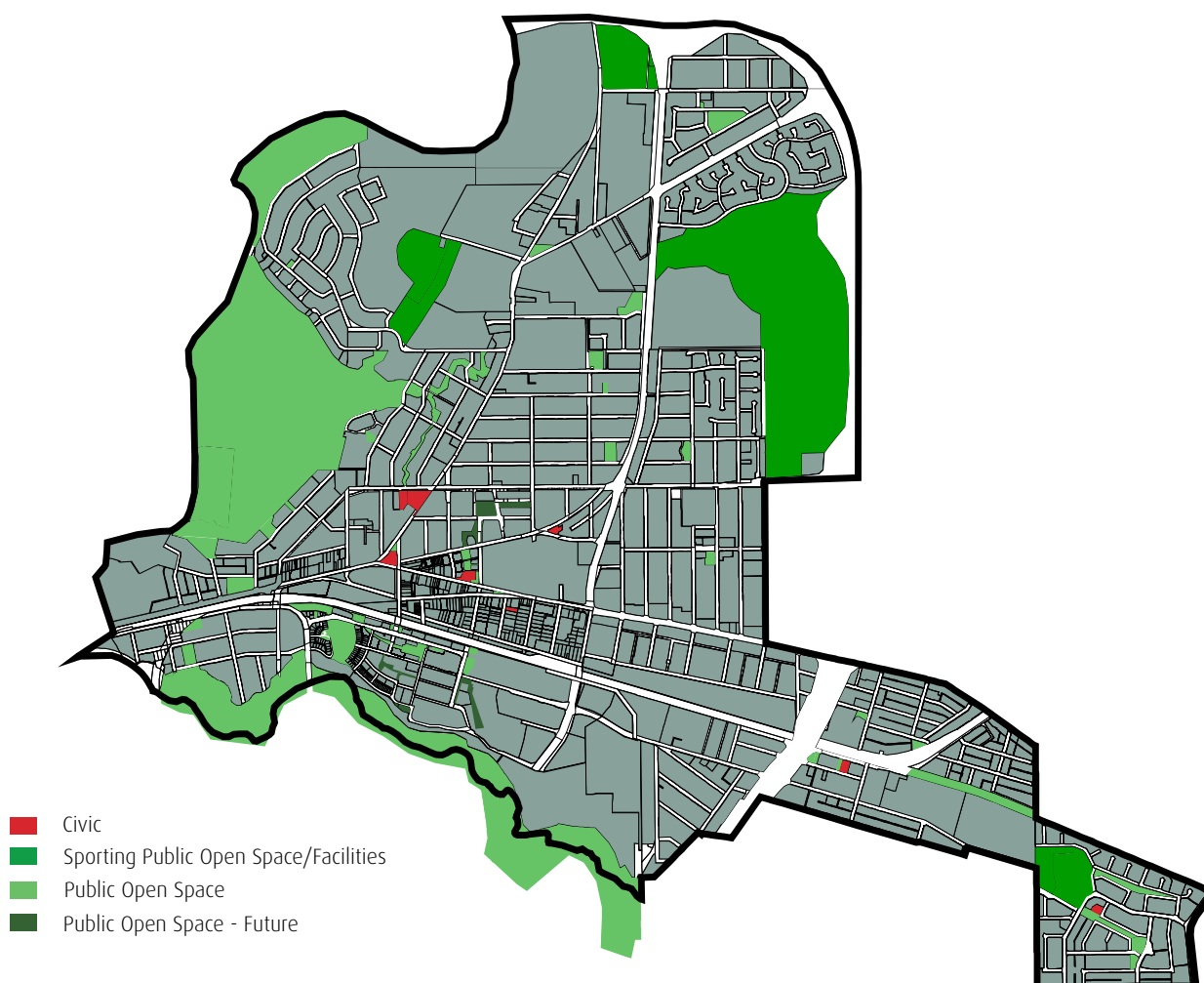


Figure 18 Community Facilities and Public Open Space in the Midland Local Area

Table 3. Community Buildings and Facilities in the Midland Local Area

Description	Key Features/Comments
<i>Civic</i>	
ADMINISTRATION	
City of Swan Administration Centre and Midland Place Office	The City of Swan Administration Centre is a one stop shop for all City related enquiries staffed by an customer service team. The Midland place office can help with general City services and inquiries.
LIBRARIES	
Midland Public Library (District)	<p>The Midland library is publicly accessible and is well utilised by the community. The library provides various activities and programs including, school holiday events, workshops and Futures Labs.</p> <p>The library is at capacity for people using the space for meetings, study, sitting, reading and using Wi-Fi. There is a need to upgrade Library facilities within Midland; however site constraints of current facility restrict significant growth. As noted above the CIP recommends the re-orientation of the libraries entry.</p>
Midland Lotteries House (District)	Formerly the Midland Post Office. Converted for use by various not-for-profit organisations and re-opened in 2008. Includes office space for a variety of community support services.
Midland Junction Arts Centre (District)	The newly refurbished venue features three generous gallery spaces, an intimate 100 seat auditorium, a leafy courtyard as well as rehearsal and printing studios.
HALLS	
Midland Town Hall (District)	Original Midland Town Hall and civic facility. Damaged in earthquake and restored to some extent to allow ongoing use. Modernised heritage building office and function room space and includes a fully functional stage area and houses the Council Chambers.
Old Midland Courthouse (Local)	Originally a courthouse, the building was restored by the City in 2010/11 and includes a large floor space and stage, and an office space for community development.
Bellevue Mechanics Hall and Community Building (Unclassified)	The Hall is used by the Midland Scout Groups and includes a small meeting room, storage and bathroom facilities. The building may be booked through Scouts. The building is in poor condition.
SPECIALISED	
Swan Caring (District)	Centre based day care facility for aged community. The administration head office is also located within the facility.
Midland Youth Hub (Unclassified)	A state-of-the-art facility which is the home to Swan City Youth Service. The facility provides a range of spaces for young people to hang out and meet with the City's youth workers. (Swan City Youth Service, 2018).
SPORTING	
Speed Dome (State Government facility) (State Level)	SpeedDome is Western Australia's only combined indoor cycling velodrome and roller sports complex. It includes a multipurpose concrete floor for inline hockey, figure and speed skating and associated facilities for users and spectators.
Midland Sports Complex (District)	The complex run by the City which includes bowling rinks, tennis courts, AFL/Oval, baseball diamonds, playground, large courtyard and ample parking and supporting facilities. The facility is however not air-conditioned and is underutilised.
North Swan Park Oval 1 and 2 (District)	Part of North Swan Park Reserve, the area contains playground equipment, football goals, cricket pitch and practice nets, baseball practice nets, basketball half court and supporting car parking. Floodlighting is available but is ageing. There are some issues with the surface having a tendency to be wet and the shape of playing fields restricts maximum usage, particularly in winter.

<i>North Swan Park Pavilion (Local)</i>	<i>The pavilion was developed to support the adjoining ovals. The pavilion includes four interconnecting changing rooms, a small kitchen/canteen area, toilets and two central storage rooms. It is noted that the pavilion is isolated and there are concerns over security. Further, the kitchen space is limited and there is no flexibility to use the changing accommodation for any other uses.</i>
<i>Swan Active Midland (Regional)</i>	<i>Operated by the City of Swan, the Leisure Centre includes badminton courts, basketball courts, crèche, weights and cardio gymnasium, soccer courts, volleyball courts, a 25m swimming pool, a heated leisure, outdoor pools, spa and sauna and change room facilities. The aquatic centre is well utilised and the Centre has capacity to service a larger population, as the catchment grows over time. Maintenance is required to ensure ageing facilities are upgraded to be fit-for-purpose. Swan Council has endorsed a full \$16 million refurbishment and facility upgrade for Swan Active Midland. The refurbishments will take place over a three year period from 2020 to 2023.</i>
<i>Koongamia Oval and Pavilion (Local )</i>	<i>A large active reserve which is used seasonally for cricket and AFL purposes. The reserve includes football goals, cricket pitch and practice nets. The existing pavilion is currently being replaced, with the new pavilion scheduled for completion in 2020. The new pavilion will include expanded change room facilities, new toilets, kitchen, first aid and umpire facilities, and store rooms.</i>
<i>Jack Mann Oval and Ferguson Pavilion (Local)</i>	<i>A sporting ground which includes soccer goals, cricket pitch and practice wickets, playground equipment and flood lights. The supporting pavilion includes clubroom, canteen, change rooms, toilets and storage.</i>  <i>The long-term future of reserve is unclear due to future Great Northern Highway/Roe Highway interchange and proposed bus interchange. It is recommended in the CIP that Ferguson pavilion be upgraded to include unisex change rooms and improve visual amenity.</i>
<i>Ron Jose Oval (District) (Swan Park)</i>	<i>The oval is a large playing field and includes playground equipment, football goals, baseball practice nets and floodlights. The City is upgrading the lighting to increase usability of the Oval. A new pavilion will begin construction in 2020 with completion expected in 2021. The pavilion will include a club room, four change rooms, a first aid room and five store rooms.</i>
<i>Midvale Outdoor Active Recreation Space</i>	<i>The City of Swan is planning a new outdoor recreation space at Lot 300, Gray Drive, Midvale. Stage 1 of the project will focus on the delivery of a skate park (Figure 21). The Masterplan for the site also includes a pump track, running loop, open sport space, multipurpose courts, play and fitness equipment. These elements will be scheduled in the City's Long Term (10 year) Financial Plan, with delivery triggered by population growth and demand.</i>





Figure 19. Advertised plans of Stage One of the Midvale Skate Park.

## 5.5.2 Education Facilities

### 5.5.2.1 Schools

The Midland local area is serviced by a number of primary and high schools, including government, non-government and catholic schools (Table 4). In 2016, the Midland local area had 979 (7.5%) persons of primary school age (5-11) and 745 (5.7%) persons of secondary school age (12-17). Since 2011, there has been an increase in primary schoolers (+188), however there has been a decrease in secondary schoolers (-67). As an established area, the Midland Local Area is generally well serviced by existing schooling facilities, with no need for additional schools currently identified.

Future infill residential development will however place further demand on existing school sites in the area. Therefore, ongoing consideration will need to be given to the quantum of school facilities required to serve the population as the local area grows over time. For this reason, a site has been reserved in the MACSP behind the Police Station.

#### 5.5.2.2 Curtin University Midland Campus

Tertiary education facilities should ideally be located within strategic metropolitan centres or within activity centres with proximity to quality public transport, amenity and uses that allow for synergies with industry and business hubs and other educational facilities (Western Australian Planning Commission, 2018).

The Midland strategic metropolitan centre will be the focus for new regional tertiary education facilities, which includes the Curtin University Midland Campus that opened in November 2019. The campus is a key component of the Metropolitan Redevelopment Authority's Midland master plan which aims to reposition the historic Workshops precinct as a medical and education hub.

The three-storey facility totalling approximately 3000 square metres features state-of-the-art learning and teaching spaces. Key users of the facility will include the Curtin Medicine, Nursing and Allied Health programs (Curtin University, 2017).

### 5.5.2.3 North Metropolitan TAFE

The North Metropolitan TAFE's Midland campus offers nearly 100 courses in high-growth industries. The campus features purpose built trade workshops, hairdressing salons, an operational nursery and a conservation and land management site (Government of Western Australia, 2018). The existing Polytechnic West training centre in Midland will require expansion in the future to accommodate increasing demand for courses. The existing site on Lloyd Street can accommodate the expansion required for the foreseeable future. However, its location is outside of the Midland central area and therefore public transport connections to the facility will remain an important consideration in ensuring efficient access for students (Western Australian Planning Commission, 2018).

As per the City's Economic Development Strategy (action 20), the City is working with North Metropolitan TAFE at opportunities for the establishment of a new college or university campus, preferably in technology and/or food science.

Table 4. Schools in the Midland Local Area

Suburb	Name	Key features
Koongamia	Clayton View Primary School	<ul style="list-style-type: none"> <li>Co-educational state primary school</li> <li>Approximately 150 students</li> <li>Caters for students from kindergarten to year 6</li> </ul>
Midland	Corridors College	<ul style="list-style-type: none"> <li>Co-educational non-government specialised school</li> <li>Approximately 150 students</li> <li>Catering for students year 11-12</li> </ul>
Midland	Helena River Steiner School	<ul style="list-style-type: none"> <li>Co-educational non-government primary school</li> <li>Approximately 50 students</li> <li>Catering for students from kindergarten to year 6</li> </ul>
Middle Swan	La Salle College	<ul style="list-style-type: none"> <li>Co-educational Catholic secondary school</li> <li>Approximately 1440 students</li> <li>Catering for students year 7 - 12</li> </ul>
Middle Swan	Moorditj Noongar Community College	<ul style="list-style-type: none"> <li>Co-educational state primary school</li> <li>Approximately 90 students</li> <li>Caters for students from kindergarten to year 6</li> </ul>
Middle Swan	St Brigids Primary School	<ul style="list-style-type: none"> <li>Co-educational Catholic primary school</li> <li>Approximately 160 Students</li> <li>Caters for students from kindergarten to year 6</li> </ul>
Midvale	Midvale Primary School	<ul style="list-style-type: none"> <li>Co-educational state primary school</li> <li>Approximately 300 students</li> <li>Caters for students from kindergarten to year 6</li> </ul>
Woodbridge	Governor Stirling Senior High School	<ul style="list-style-type: none"> <li>Co-educational government high school</li> <li>Approximately 900 Students</li> <li>Catering for students year 7 - 12</li> </ul>
Woodbridge	Woodbridge Primary School (West Midland Primary School)	<ul style="list-style-type: none"> <li>Co-educational, local intake state primary school</li> <li>Approximately 400 students</li> <li>Caters for students from kindergarten to year 6</li> </ul>
Woodbridge/Guildford	Guildford Grammar School	<ul style="list-style-type: none"> <li>Co-educational non-government primary and secondary school</li> <li>Approximately 1130 students</li> <li>Caters for students from kindergarten to year 12</li> </ul>

### 5.5.3 Health Facilities

A number of significant health facilities have recently been developed as part of the Metropolitan Redevelopment Authority's Midland Master Plan to reposition the historic Workshops precinct as a medical and education hub. Access to these health facilities will also be enhanced with proposed upgrades of existing infrastructure, including the proposed relocation of the Midland Rail Station adjacent to the hospital and increased pedestrian connections to improve connectivity and increase the attractiveness of the centre (Western Australian Planning Commission, 2018). As noted the nearby proposed Curtin University Midland Campus will also provide for Medicine, Nursing and Allied Health programs. The Midland local area is also supported by a number of smaller-scale health facilities and providers such as Breast screen WA and Headspace, which are less dependent on large scale infrastructure.

#### 5.5.3.1 Midland Health Precinct

The Midland Public Hospital (which opened in 2015) provides the main regional health facility for both the sub-region and the western Wheatbelt (Western Australian Planning Commission, 2018). It is centrally located and is a significant employment generator which has played a key role in attracting allied health and related support services to the area, kick-starting the establishment of the health and education hub (Western Australian Planning Commission, 2018). Other nearby health services contributing to the health precinct include:

- GP Super Clinic;
- Icon Cancer Centre; and
- Pluslife Bone and Tissue Bank.

Health provider, St John of God Health Care (SJGHC), has also purchased a 3ha site for future development of a private hospital within the historic Workshops precinct (Metropolitan Redevelopment Authority, 2018)



Photo. Midland Public Hospital

## 5.6 Service Infrastructure

Essential infrastructure is provided by a number of agencies and the City of Swan. The provision of essential services is key to supporting the City as it grows. The lack of availability of essential infrastructure can be a major constraint to future urban development, therefore it is important that strategic planning is undertaken to support the anticipated growth.

This is particularly important for the Midland local area due to the strong growth forecasted for the Midland Activity Centre. As part of the development of the MACSP, a Midland Servicing Report which assessed the capacity of existing services to accommodate the future development potential was prepared (Cardno WA Pty Ltd, 2014). This included liaison with relevant service agencies, such as Water Corporation and Western Power.



## **5.6.1 Service Agencies**

### **5.6.1.1 4.6.1.1 Electricity**

The Midland local area is serviced by the Western Power's South West Interconnected System. The area is connected via 132 KV high voltage transmissions lines which radiate from the Midland Junction (ZS) and Hazelmere substations. Properties are serviced via a combination of above ground and below ground high voltage distribution lines, via transformers which distribute low voltage to properties. Western Power's forecasted remaining capacity indicates the network in the local area will have capacity beyond 2036 (Western Power, 2018).

### **5.6.1.2 Water Supply and Wastewater**

The Water Corporation is responsible for the infrastructure and supply of water and sewerage infrastructure. The City has little influence in the location and servicing of these networks. The timing of the provision of infrastructure is essentially between landowners, developers and the Water Corporation and the City's main role is to facilitate the process. The Water Corporation has previously considered water and wastewater servicing for all land currently zoned urban and urban deferred under the Metropolitan Regional Scheme (Western Australian Planning Commission, 2018).

The Midland Service Report notes that the Water Corporation's conceptual planning for the area has anticipated high density development for the area, and indicates that the sewer reticulation in the study area has shown to have sufficient capacity for the full build-out scenario within the Structure Plan area (Cardno WA Pty Ltd, 2014). The Midland Service Report also indicates that current system for water supply is capable to service the proposed development, however some of the infrastructure has been in situ for a considerable amount of time and may require upgrading (Cardno WA Pty Ltd, 2014). This infrastructure upgrade is being reviewed by the Water Corporation.

Many industrial properties are not provided with sewerage infrastructure in the Bellevue industrial area. This means that businesses must have sufficient space onsite to accommodate effluent disposal systems (e.g. septic tanks and leach drains) as well as a liquid waste disposal system for their trade waste (e.g. washdown bay wastewater). Lot sizes in Bellevue are relatively small with large sheds and hardstand, which can limit certain industrial uses being able to operate and accommodate effluent disposal. This has also meant that the area has experienced issues of discharges of oil and other substances into the City's stormwater drains which end up in the Helena River. It is noted that the Water Corporation is the provider and that the Bellevue area is not currently included in the Infill Sewerage Program (Water Corporation, 2018).

### **5.6.1.3 Gas**

The Midland local area is serviced by ATCO medium pressure and medium low pressure distribution mains (ATCO Gas, 2018). The Midland Servicing Report indicates that the MACSP area is currently well serviced by infrastructure supplied by ATCO with all roads containing reticulation mains (Cardno WA Pty Ltd, 2014).

### **5.6.1.4 Telecommunications**

Midland local area is serviced by optic fibre and copper lines. NBN is available to a large part of the Midland Local Area, however service is not available in parts of Midland and Middle Swan. The NBN Co rollout map indicates that the rollout of these areas is being planned and that availability is planned between July and December 2019 (NBN Co Ltd, 2018).

The Midland Servicing Report indicates that the MACSP area has been well serviced by Telstra optic fibre and copper lines and that there are no upgrade issues with regard to the full build-out scenario (Cardno WA Pty Ltd, 2014).

## **5.6.2 Drainage**

The City is responsible for providing storm water drainage infrastructure to ensure the removal of the damaging effects of storm water from rain events of a specified design severity. Drainage infrastructure protects property from damage and surrounding services from damage or deterioration. Further, the City's Asset Management Strategy (AMS) has been prepared to assist the City in improving the way it delivers services including drainage (City of Swan, 2016). The AMS promotes lower lifecycle costs of assets favouring the renewal of existing assets over the construction of new assets.

Relevant to Midland local area are:

- Midland Drainage Improvements is an annual program to upgrade all the drainage within the Midland District Drainage Contribution Fund Area (City of Swan, 2018) based on the recommendations of the Midland Drainage Study. The City requires a drainage contribution fee as a condition of subdivision or development, which contributes to the upgrading of existing drainage infrastructure;
- The Bellevue East Land Use Study notes that drainage systems need to be upgraded to provide comprehensive coverage of the Bellevue area (Planning Solutions (Aust) Pty Ltd, 2013). Bellevue is included within the Midland District Drainage Contribution Fund Area; and
- As noted in the Midland CIP, North Swan Park Oval 1 and 2 has a tendency to get wet which restricts usage (City of Swan, 2016). Drainage improvements will need to be considered as part of any future upgrades to enhance useability.

## 5.7 Transport and Access

Various modes of transport are available in the Midland local area, including freight rail, passenger rail, road and active transport options including cycle and walking paths. The Department of Transport, the Public Transport Authority and Main Roads WA are all key agencies with responsibility for elements of the transport network, with the City providing input when required.

Projected population growth will place additional pressures on all levels of transport infrastructure, in particular the existing road and rail transport network within the City and the wider sub-region. It is recognised that to accommodate population growth and ensure the movement networks is not compromised, that there is a need to integrate urban and employment nodes with transport infrastructure and services.

The City will take an integrated approach to transport and land use planning which means all the relevant transport modes and opportunities and the relationships between transport and land use, are considered at each stage of the planning process. To achieve an integrated approach the City has prepared a Transport Strategy, accommodating the existing and future transport requirements of the locality across all transport modes (Cardno, 2014).

A Midland Activity Centre Structure Plan Transport Assessment was also prepared to support the MACSP to examine elements of the movement network and make recommendations that will support state, local and community aspirations for Midland as a Strategic Metropolitan Centre (Cardno, 2013). It is noted that Cale Street will become the most important movement corridor, linking the north and providing enhanced connectivity between the Midland Health Campus, the future university, proposed new Cale Street train station, Midland Gate and other peripheral uses.

A number of key priorities for the City are discussed below and include the realignment of the freight line, relocation of the Midland station, extension of Lloyd Street, enhanced connectivity of Cale Street and High-Priority Transport Corridors.

### 5.7.1 Freight Network

The freight network is important to the Western Australian economy. Where practicable, these transport corridors should be protected from the encroachment of sensitive and incompatible land uses and this is an important consideration when identifying locations for infill housing development. Similarly, the design, construction, upgrade and operation of the infrastructure within these corridors should seek to minimise impacts on surrounding land uses (Western Australian Planning Commission, 2018).

The volume of freight movement on the regional road and rail networks will increase substantially by 2050. This increase will be centred on interstate road and rail routes, particularly those servicing port facilities and connecting with intermodal terminals located at Kewdale, Hope Valley/Wattleup (Latitude 32), Bullsbrook and Mundijong. Overall, the proportion of freight on rail is expected to increase (Western Australian Planning Commission, 2018).

#### 5.7.1.1 Rail Freight

The Midland freight rail line provides goods from the Fremantle port to the Wheatbelt, and brings produce including iron ore from other parts of the State and Australia.

The WAPC, with the assistance of the Department of Planning, Lands and Heritage and Public Transport Authority, has identified a proposed new alignment for the section of the interstate and intrastate freight haul rail line between High Wycombe and Bellevue to bypass the Midland Strategic Metropolitan Centre (Also see MRS Amendment 1313/41) (Figure 22). This would reduce associated rail freight noise impacts for adjacent residential areas, potentially provide urban consolidation opportunities along the existing freight rail line (especially for the Midland Strategic Metropolitan Centre) and improve north-south access across the Midland Central Business District.

#### 5.7.1.2 Road Freight

The Midland Local Area is intersected by Roe Highway and Great Eastern Highway which are Primary Distributor Roads under the Main Roads Functional Road Hierarchy (Figure 22). The Perth-Adelaide National Highway (Orange Route) is a new primary distributor road which will connect Roe Highway at Midland to Great Eastern Highway east of Wooroloo, diverting a significant amount of regional traffic from Great Eastern Highway.

The Perth-Adelaide National Highway (connecting to Roe Highway and Reid Highway) will be the primary freight road linking Perth to the Eastern States, redirecting heavy haulage traffic away from Great Eastern Highway. The Federal Government dedicated \$10 million to develop a business case for the Orange Route project, which is being undertaken by MainRoads and includes the construction of a dual carriageway to replace the existing Toodyay Road from Midland through to Gidgegannup.

### 5.7.2 Road Network

Great Eastern Highway, Great Northern Highway and Lloyd Street are major roads that link Midland with the greater metropolitan area, regional Western Australia, and the Eastern States (Figure 22). However the regional transport routes that give Midland its excellent accessibility also divide it, making efforts to create an urban setting consistent with the community's vision for Midland problematic. It is therefore highly desirable to achieve a better balance between regional movement and local access.

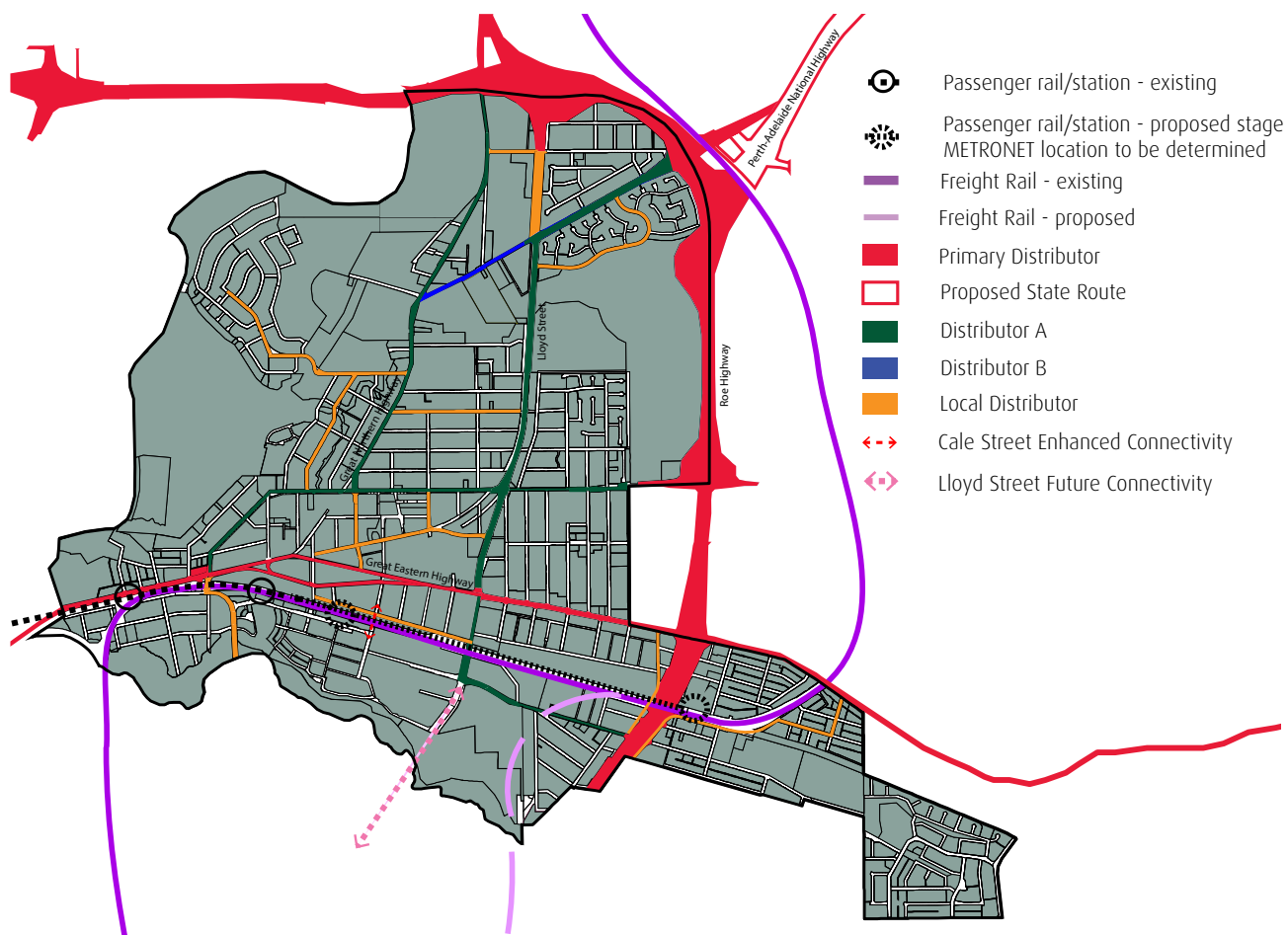


Figure 20 Transport Infrastructure in Midland local area

The Great Eastern Highway/Victoria Street one-way pair funnels traffic through the city centre and has created excessive pedestrian waiting times at signalised intersections, reduced vehicle circulation throughout the city centre, poor vehicular access and limited on-street parking opportunities for local businesses relying on pedestrian activity.

Morrison Road is supported as a primary local access route with access to large-scale public commuter and visitor car parking. The MACSP Transport Strategy (Cardno, 2013) recommends the redirection of local traffic away from Great Eastern Highway can assist in minimising the impact of regional traffic growth on pedestrian crossing, caused by the existing road form and traffic volumes.

Future regional road network upgrades including the Perth-Adelaide Highway and Lloyd Street extensions will further improve access to the Midland local area. These are discussed below.

#### 5.7.2.1 Regional Roads

Congestion is increasing on the regional road network, particularly during peak periods, and mainly affects the roads that connect the outer areas of the North East Sub-region to the Central sub-region including Great Northern Highway, Reid Highway and Roe Highway. A challenge for the sub-region is to ensure that key roads are appropriately managed and upgraded over time to facilitate future efficiency. It is also necessary to ensure that public transport services are improved to assist with alleviating future road congestion and to support urban consolidation (Western Australian Planning Commission, 2018).

A number of priority projects important to the regional road network and Midland Local Area are noted below.

##### 5.7.2.1.1 Perth-Adelaide National Highway

The Perth-Adelaide National Highway is a new primary distributor road which will connect Roe Highway at Midland to Great Eastern Highway east of Woorlooloo, diverting a significant amount of regional traffic from Great Eastern Highway (Figure 22).



#### **5.7.2.1.2 Lloyd Street Extension**

The Lloyd Street underpass was completed in November 2015. It is now one of the City's advocacy priorities for the extension of Lloyd Street (City of Swan, 2018). The City's Economic Development Strategy also recommends that the City lobby for funding to complete the Lloyd St Bridge Project (Geografia Pty Ltd, 2017) (Figure 22).

The extension of Lloyd Street will create a much-needed southern entry to Midland, providing improved access to the new hospital, a future university and a developing entertainment precinct. It would also directly link Midland with the industrial areas of Forrestfield, Kewdale and Perth Airport; and would be expected to boost local employment opportunities.

The City of Swan has completed extensive planning and allocated funding for the project, however a contribution from State or Federal Government is required to build the bridge component of the extension.

#### **5.7.2.1.3 Interchange at Roe Highway and Great Eastern Highway Bypass**

Another of the City's advocacy priorities in the Midland Local Area is the need for an interchange at Roe Highway and Great Eastern Highway Bypass (Figure 22).

Currently the most congested intersection in the City of Swan, the interchange at Roe Highway and Great Eastern Highway Bypass acts as the main access to the Airport, Hazlemere and Forrestfield industrial areas and is used by numerous heavy haulage transport trucks.

The current traffic light system at the intersection creates significant congestion and safety issues for the thousands of road users on both major highways, and there is regularly significant banked up traffic. An interchange with feeder lanes would remove the traffic lights, creating a safer, unimpeded flow between the two major highways. The Federal Government has committed \$144 million to see this highly congested intersection upgraded.

#### **5.7.2.2 Parking in the Midland Activity Centre**

Midland operates as a significant strategic centre for the local community and a wider catchment that extends into the Wheatbelt. For this reason there will always be an important place for private vehicles as the only viable transport mode for a large proportion of the catchment. High-quality parking will be required to accommodate this demand, as well as that of other visitors, residents and commuters. Car parking management methodologies will need to be introduced to maintain a level of supply and demand which can be sustained by the local road network.

In recognition of this, the City's prepared a Midland Access and Parking Strategy (2013) and has also undertaken a MACSP Transport Assessment (Cardno, 2013). The reports recommend actions to update the City's cash-in lieu for parking policy, promote alternatives to the use of the private car, managing existing public parking for visitors and workers more efficiently; planning for future well designed multi-deck car parks and enabling cycle commuting to be integrated into the existing road network.

As part of the implementation, many of the recommendations within the Midland Access and Parking Strategy have been or continue to be implemented. Some key initiatives which have been implemented include:

- The City updated the cash-in-lieu requirements within its Local Planning Policy (POL-TP-129 Vehicle Parking Standards);
- The Midland Activity Centre Structure Plan was endorsed which introduced amended parking requirements;
- The City introduced paid on-street parking in the Midland's CBD on 30 January 2017, with the first hour free (a ticket needs to be displayed) to encourage retail use and turnover and discourage commuter use; and
- As part of the preparation of the MACSP preliminary assessment of potential parking structure locations has been undertaken. A Large-scale multi-deck parking is proposed along Morrison Road, accessed via Spring Park Road and a new Midland Oval car park entrance. Parking at this location will be easily accessed from the primary road network without creating congestion through the Activity Centre while also providing opportunities to generate passing trade and good connectivity with the proposed pedestrian network.

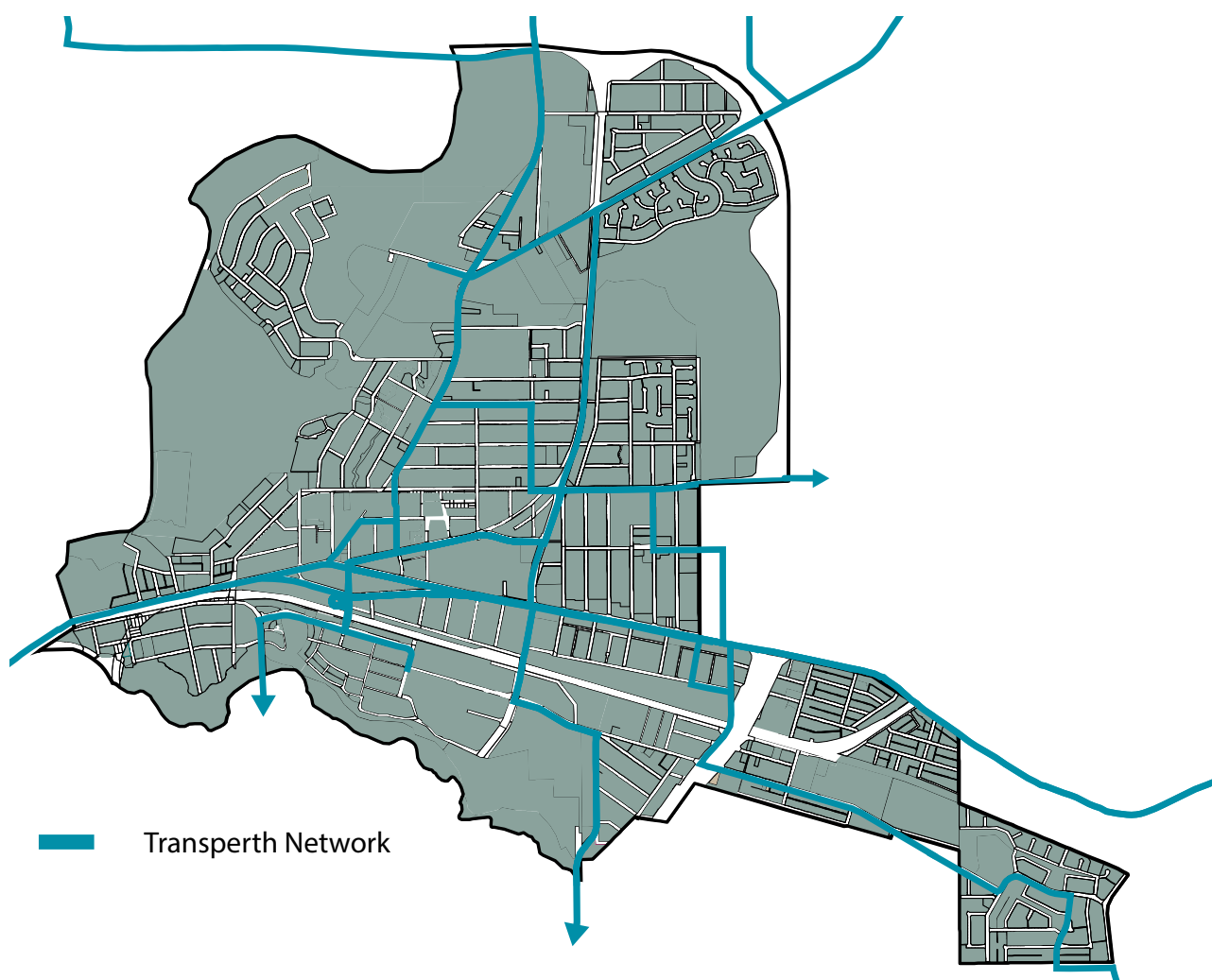


Figure 21 Public Transport in the Midland Local Area

### 5.7.3 Public Transport

The reliance on the road network within the City for the movement of cars, commercial and freight vehicles is driving travel demands upwards. With significant growth forecast, the community's demands for high levels of mobility and the increasing dependence on private cars must be addressed through strategies to improve public transport usage and reduce the use of the private car.

An effective and adaptable public transport network will be a key mechanism for achieving greater sustainability. Improved public transport will be required to meet the transportation needs arising from population growth and to meet the need to connect people to key employment nodes. Additionally, good public transport will be necessary to reduce congestion in the shorter term and increase road capacity for other transport functions reliant on the regional road system, especially freight movement (Western Australian Planning Commission, 2018). The proposed public transport network for the sub-region includes an integrated network of passenger rail lines and transit corridors.

#### 5.7.3.1 Passenger Rail – METRONET

The Midland Train Station provides passenger rail services within the metropolitan area and long distance passenger services through to the north-east such as the Prospector, MerredinLink and AvonLink Regional passenger train services.

Public transport infrastructure has been prioritised through METRONET to support activity centres and deliver sensitive, sustainable and vibrant communities (Western Australian Planning Commission, 2018).

As part of Stage one of METRONET, the Midland Station is being relocated east between Helena and Cale streets to be in proximity of the Midland Public Hospital and main retail precinct (Figure 22). The possibility of the Midland rail line being extended to a new station at Bellevue is also being investigated. It is noted in the North-East Sub-regional Framework that the staging for this infrastructure is medium-term (2022-2031). The 2018 federal budget included an \$83 million commitment for this project.

Also in the sub-region, The METRONET project proposes a new rail line connecting the Midland rail line to the Airport and Forrestfield and a new rail line extending from the Midland rail line to the Ellenbrook town centre, both lines with additional stations.

METRONET also proposes to remove some level crossings to improve traffic movements, safety and amenity.

#### **5.7.3.1.1 Level Crossing Removal Project - METRONET**

There are 31 vehicle level-crossings on the Transperth network. There has been a policy in place for more than a decade not to increase the net number of crossings. Removing level crossings along the Midland line has significant community benefits from making it safer for people and vehicles to travel in the area to revitalising local communities with improved land use planning.

There are a number of ways to remove a level crossing. These include elevating or sinking the rail; elevating or sinking the road, a combination of both or closing the crossing. A review of the options that offer the least road and community impacts during and after construction is underway. A program will be developed, which would allow for ongoing level crossing removal, depending on funding availability.

The crossings within the Midland Local Area that will be included in the program include Devon Road and Morrison Road. A number of other nearby crossings are also identified to be included in the program including East Street, Meadow Street, Morrison Road, Helena Street and Robinson Road will be addressed through the station relocation study by Metronet.

#### **5.7.3.2 Transperth Bus Network**

Bus services are an important part of a comprehensive and integrated public transport network. Improving connectivity between bus and rail networks will increase accessibility to the CBD and key centres and reduce commuting times (Western Australian Planning Commission, 2018).

A number of Transperth bus services operate in the Midland local area. The free Midland Gate Bus Shuttle also circulates the CBD area with connection to the Midland bus interchange (Figure 23).

The sub-region's passenger rail network will be supported by a network of High-Priority Transit Corridors (HPTC) and High Frequency Transit Corridors (HFTC).

##### **5.7.3.2.1 High-Priority Transit Corridors (HPTC) and High Frequency Transit Corridors (HFTC)**

High-Priority Transit Corridors (HPTC) and High Frequency Transit Corridors (HFTC) will provide public transport connections between activity centres, population catchments, rail stations and local bus services. Both corridor types feature a high frequency of services, with HPTCs featuring infrastructure that will facilitate priority over other traffic (Western Australian Planning Commission, 2018).

Key components of the network for the Midland local area include the following transit corridors:

- HPTC - Midland station to urban settlements and related catchment populations within the Shire of Mundaring (Long-term (2031 – 2050)); and
- HFTC - Midland station to Ellenbrook (Medium-term (2022 - 2031)).

The transit corridors will provide efficient public transport service connections from the Ellenbrook and Mundaring hills population catchments to the Midland Strategic Metropolitan Centre and to the passenger rail network and local bus services. The integration of the transit corridors with the broader transport network will support access to, and employment generation within, key centres and the delivery of higher density urban form outcomes. However, urban development should not impact on the capacity of the transit corridor network which is essential for effective transport functions (Western Australian Planning Commission, 2018).

#### **5.7.4 Active Transport**

The provision of a network of on-road and off-road paths for cyclists and pedestrians provides commuters with an alternative to private car trips as well as providing recreational opportunities and health benefits (Figure 24 and 25)(Western Australian Planning Commission, 2018).

The City advocates that future developments are designed in a way that when changes occur to road reserves it can accommodate passive transport networks and existing pathway networks are enhanced. The MACSP and draft Midland Public Domain Strategy also advocate for quality end-of-trip facilities (Hassell, 2018) (Blackwell & Associates, 2017).

The Midland Activity Centre is currently 'disconnected' from two of its prime environmental assets - the Swan and Helena Rivers. Improving walkability, cycle access and wayfinding to capitalise on the Centre's proximity to the two rivers are important transformational projects for the City to embrace. Cale Street will become the most important movement corridor, linking the North and the South and connecting key uses such as Midland Health Campus, proposed Midland train station, Midland Gate and New Junction.



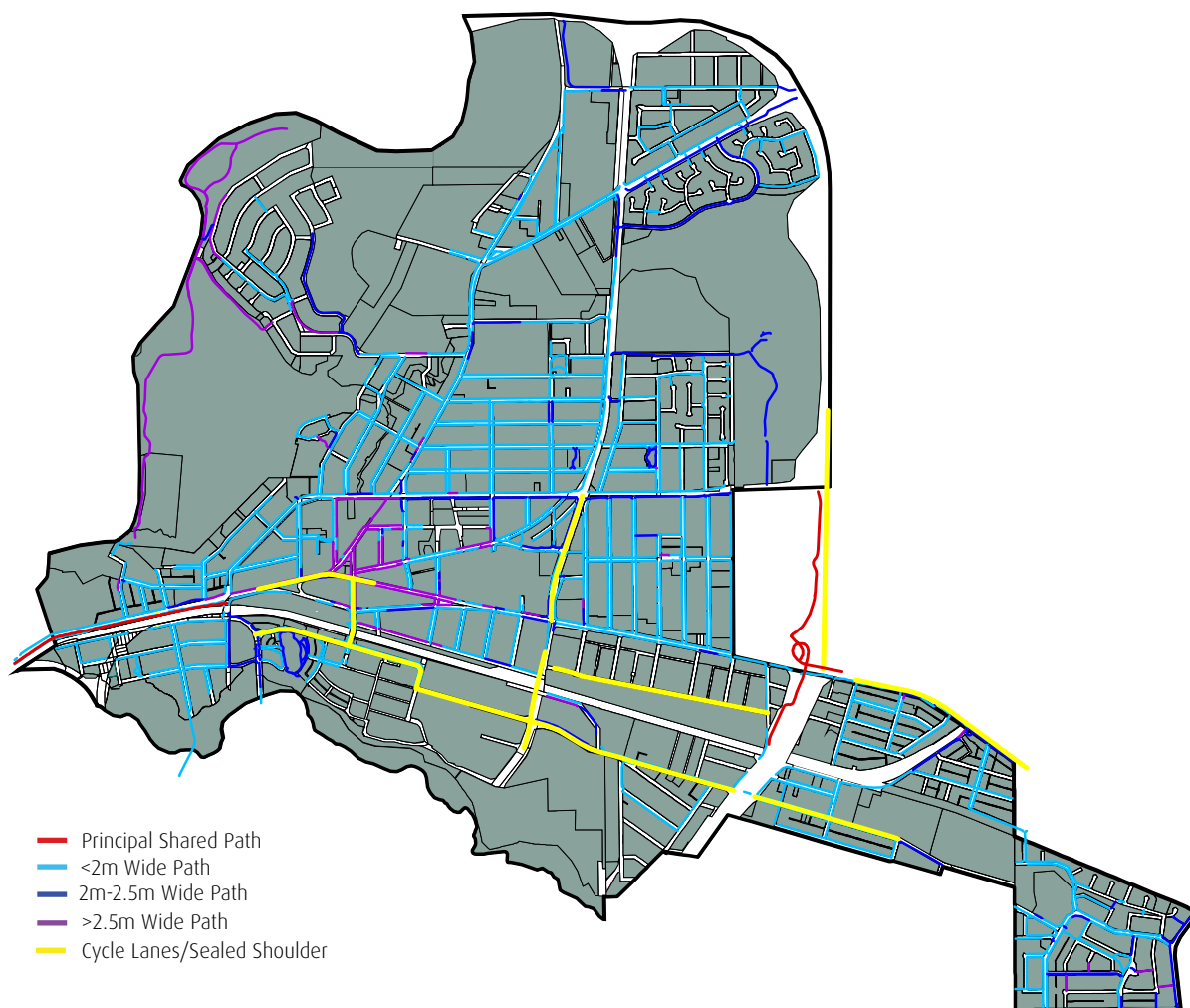


Figure 22 Active Transport

#### 5.7.4.1 Principal Shared Path (PSP)

The Principal Shared Path runs from Perth adjacent to the Midland train line up to Morrison Road. The expansion of the Principal Shared Path (PSP) network is a key action of the Western Australian Bicycle Network Plan (Department of Transport, 2017). The 2023-2031 program includes the completion of a PSP link between Morrison Road and the Roe Highway PSP as part of METRONET and the construction of the missing PSP on Roe Highway between Great Northern Highway and Morrison Road (Department of Transport, 2017).

#### 5.7.4.2 Cycling

Commuter cyclists and recreational cyclists have different requirements and these need to be recognised and planned for. In 2012 the City prepared the Swan Cycle Connect Strategy to provide the strategic direction for the future provision of cycle facilities in all areas of the City. The Strategy identifies where cycling infrastructure is needed as well gaps in cycle routes that need completion. The City of Swan has reviewed this strategy and the updated draft Cycling Strategy 2019 prioritises the development of a Stratton to Midland link, a Viveash-Woodbridge-Midland link, and upgrades in the Midland CBD on the extension of Cale Street and William Street.

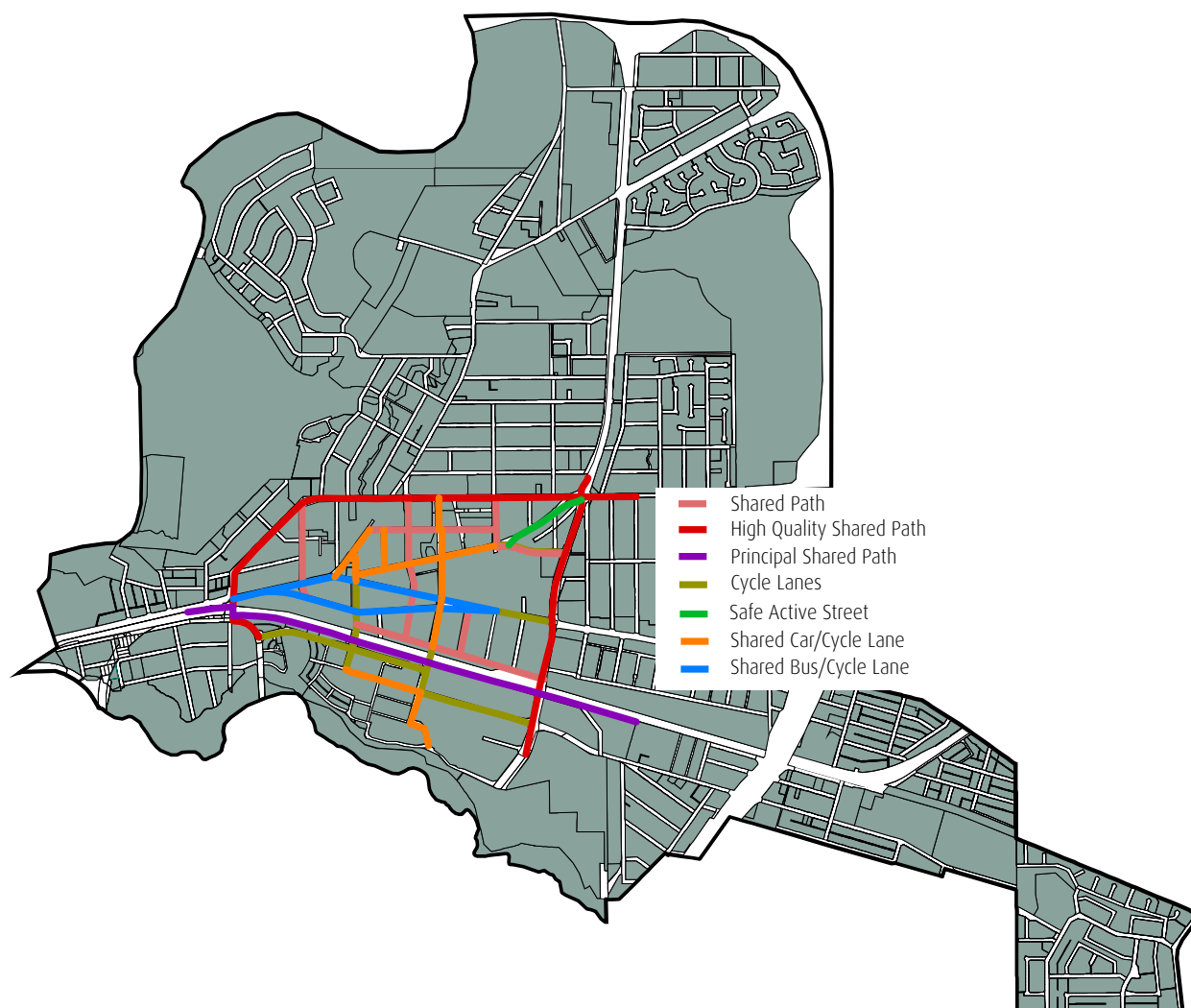


Figure 23 Active Transport in Midland

#### 5.7.4.3 Walkability

An area's walkability is important to provide for both active and passive forms, such as commuting and providing connections to public transport and services along with recreational uses such as running and walking. Walking is also the most popular physical activity in Western Australia (Australian Bureau of Statistics, 2012).

The Midland local area is generally well serviced by a network of pathways. Upgrades to existing walking infrastructure and continued maintenance are necessary to encourage residents to choose walking or cycling rather than driving as a mode of transport.

The City has prepared the Walkability Plan Midland and its surrounds (City of Swan, 2017) report and an associated action plan to assist in informing future maintenance and upgrade work in the area. Some of the overall findings from this report include lack of pedestrian crossings and wayfinding elements, poor tree canopy and shade, car dominated streets with little activation and weak linkages between key nodes such as between historic areas of Midland and Guildford and to the rivers. Implementation of the Walkability Plan is facilitated through normal business planning processes of the City.

Walkability within the Midland Activity Centre is also important for its success as a Strategic Metropolitan Centre. The proposed relocation of the train station will result in almost the entire activity centre being within the 800 metre or 10 minute walk catchment. Enhancing the connectivity of Cale Street to connect the north and south of the centre is a key priority. A mix of uses especially higher density residential and activated ground floor uses is also required to encourage cycling and walking in centres.

The draft Midland Public Domain Strategy acknowledges that the conditions experienced by pedestrians along many of the thoroughfares in the Midland Activity Centre are generally poor, characterised by issues such as motor vehicle priority, road noise, poor paving quality and lack of interactive built frontages. The Strategy recommends various options to enhance the streetscape and pedestrian environment.

### Built Environment Highlights

- Heritage is important to the community with the community groups the Midland Society Inc having been established in 1996 and the Midland and Districts Historical Society Inc formed in 2017.
- Attracting private sector provision of aged accommodation is an advocacy priority for the City of Swan.
- The Federal Government and WA State Government has each committed \$20 million to the completion of the Lloyd Street Bridge. The bridge will boost local employment opportunities and reduce congestion.
- Metronet has announced the new Midland Station will be constructed between Helena and Cale streets and a new \$50 million railcar assembly and maintenance facility will be built in Bellevue.
- \$10million co-contribution from Federal Government for MainRoads to develop the Orange Route business case announced.
- Swan Council has endorsed a \$16 million full refurbishment and facility upgrade for Swan Active Midland.
- New pavilion at Koongamia Oval began construction in 2019 with completion expected 2020
- A new pavilion at Ron Jose Oval will begin construction in 2020 with completion expected in 2021.
- New Junction is a transformational project, which will connect residential, commercial, entertainment and recreation spaces, and bring people together. New Junction will include 2.3Ha of new public open spaces including 650 new trees.
- The City of Swan is instigating a Design Review Panel to facilitate high quality future urban developments.

### Built Environment Issues

- Woodbridge Conservation Precinct Local Planning Policy is dated and requires review.
- The City is facing a shortage of age care facilities and investigations into development sites for aged care provision are being conducted in Midland.
- Improving walkability, cycle access and wayfinding to capitalise on the Centre's proximity to the two rivers are important transformational projects for the City to embrace.



Photo. Curtin Medical School, Midland





## 6.0 Social Environment

The City's vision is for communities that are 'inclusive and connected, and have a sense of belonging, building the community together within safe and supportive environments' (SCP, 2017). The City commits to support its diverse community through the provision of services and facilities and to advocate for additional services and partnerships to meet the needs of the community. The City has a number of key strategic plans that guide service provision including:

- Strategic Community Plan 2017-2027 (SCP)
- Disability Access and Inclusion Plan 2017-2022 (DAIP)
- Strategy for the Ageing Population July 2015
- Youth Strategy 2017
- Current State of Homelessness in the City of Swan June 2017
- Reconciliation Action Plan (draft)
- Community Health and Wellbeing Plan (draft)
- City of Swan Volunteer Plan 2018 - 2023 (draft)

### 6.1 Population Trends and Expected Growth

In 2016, the population of Midland was 13,572 people (Estimated Residential Population) (profile.id., 2018). Midland is projected to grow to 20,438 people by 2036 and 24,561 by 2051, representing an average annual change of 1.14% (Figure 26). Much of this growth will be accommodated by urban infill and redevelopment within the Midland CBD. The largest age group in 2016 was the 30 to 34 years cohort making up 8.1% of the local area's population. Analysis of the demographic structure of Midland in 2016 compared to City of Swan shows that there was a lower proportion of people in the younger age groups (0-17 years) and a higher proportion of people in the older age groups (60+ years).

When looking at the 5 year age groups, the strongest growth is projected in the late teens and young adult age cohort (15-29 years) along with older adults (55-64 years). This coincides with a strong representation of households made up by single person, weaker representation of couples with children, along with the low growth expected for young families (0-14 and 30-44 years)(Figure 27) .

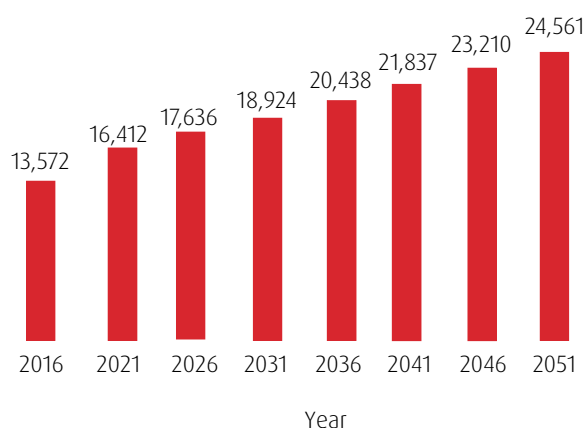


Figure 24 Population forecasts in Midland Local Area Plan



### 6.1.1 Children and Early Years Development

At the 2016 Census, babies and pre-schoolers (0-4 years) accounted for 7.5% (816) and primary schoolers (5-11) represented 10.1% (979) of the Midland local area population.

Early childhood development and the growing needs of children and families in future can be measured through the Australian Early Development Census (AEDC). The Australian Early Development Census (AEDC) is collected every three years at schools to determine each child's development stage in year one nationwide. The 2018 AEDC results show that Midland local area has a higher percentage of developmentally vulnerable children across four of the five AEDC categories; physical health and wellbeing, social competence, language and cognitive skills, and communication skills and general knowledge (Table 5).

Table 5. Percentage of Children Developmentally Vulnerable in the Midland local area from the Australian Early Development Census 2018 (AEDC 2018). Note the Midland local area statistics include suburb data for Midland, Midvale, Bellevue, Middle Swan, Viveash and Woodbridge, which does not match exactly with the City of Swan Local Government area. The Swan data excludes Guildford and Hazelmere.

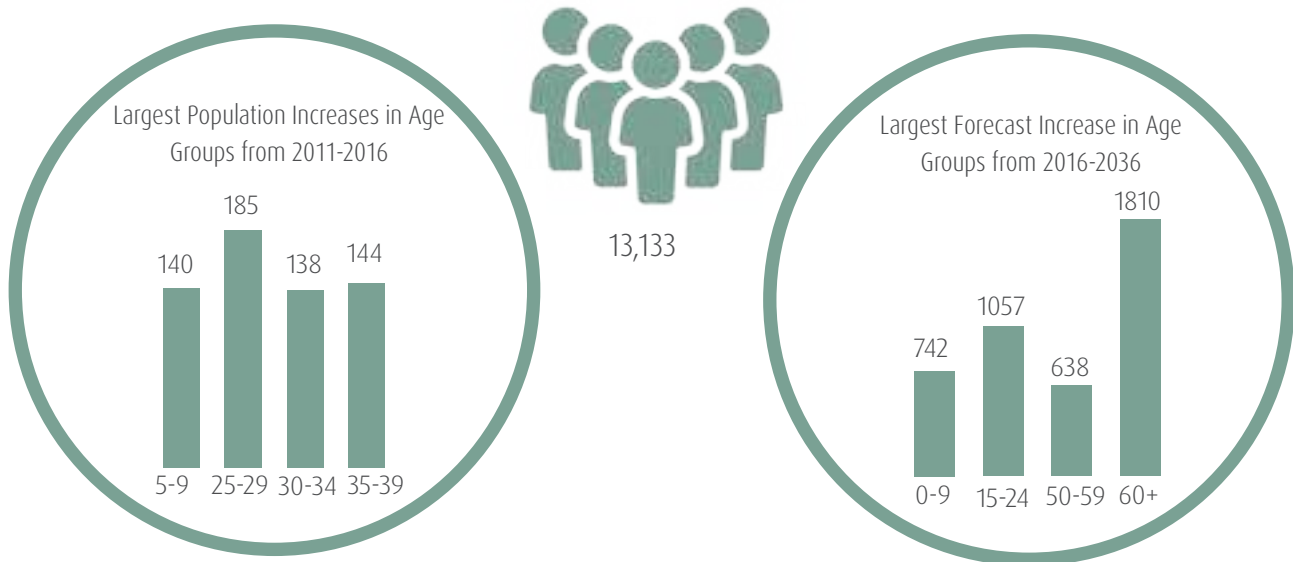
	Physical	Social	Emotional	Language	Communication
<i>Australia</i>	9.6	9.8	8.4	6.6	8.2
<i>W.A.</i>	8.9	7.4	7.7	6.6	7.0
<i>Swan</i>	8.9	7.4	7.8	7.1	9.2
<i>Midland local area</i>	20.1	11.1	5.2	14.4	16.0

The City supports several Early Years networks across the Midland area, including Communities for Children Midland+ (Swan Alliance), Midland Early Years Action Group (MEYAG) and Kids First. The various early childhood networks monitor critical issues affecting early years development to guide future strategic projects for Midland area.

The Early Years and Parenting Centre at the Midvale Hub Children's Centre currently coordinates a monthly meeting with 21 operational Child and Parenting Centres, and Early Years Not For Profit organisations, to identify critical issues and improve centre programs. In addition, the City offers a variety of programs at the Midland Library, including Rhymetime, Storytime, Futures Lab and Go Crafty.

# Socio-Economic Snapshot

Population of Midland



## Social Trends

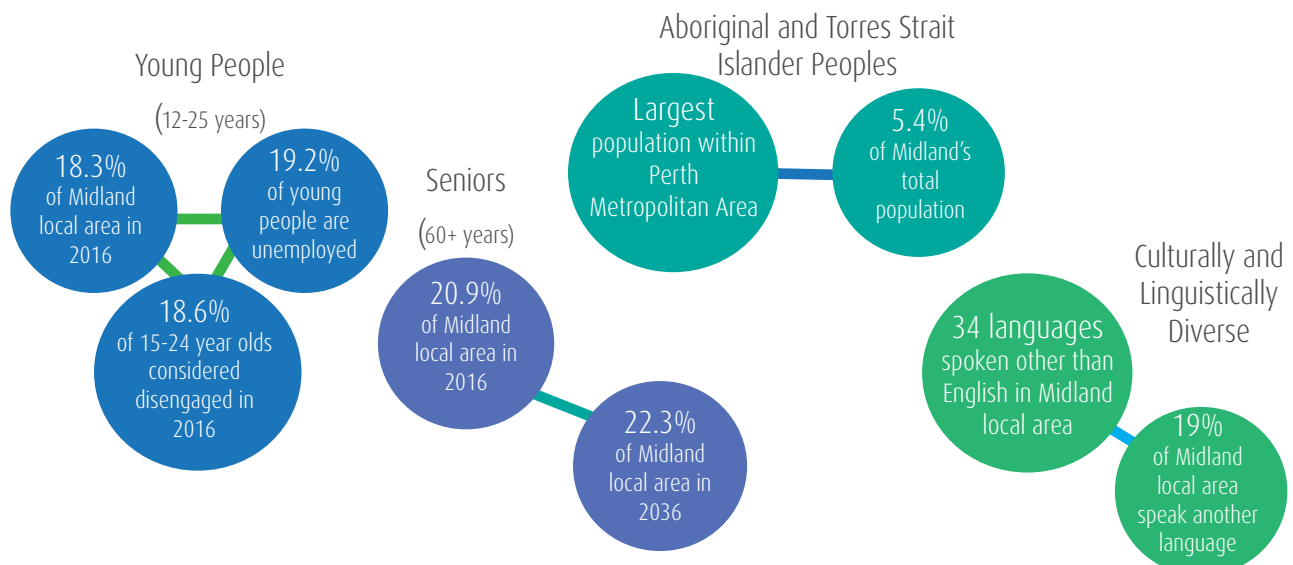
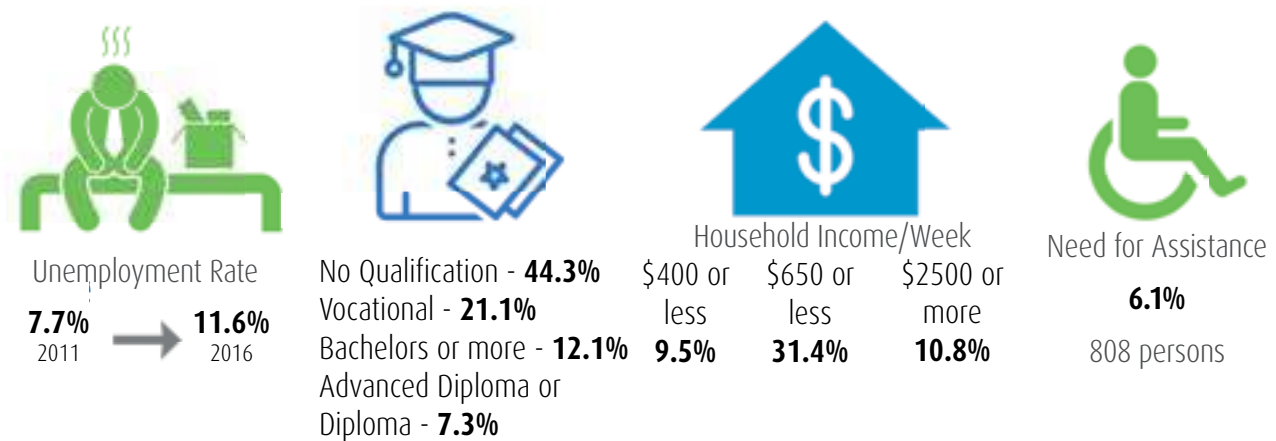


Figure 25 Midland Demographics



### 6.1.2 Young People

Youth are defined as young people aged from 12 to 25 years. To support the Youth population, the City has developed a Youth Strategy 2017, which aims to guide future planning for the provision of fundamental services and infrastructure. The Strategy highlights matters requiring a direct approach, facilitation and advocacy by the City to foster positive youth development and build the capacity of young people to actively engage in, contribute to, and influence the decision making process within the community over the next twenty years (Taylor Burrell Barnett, 2018).

Disengaged youth are defined by the Australian Bureau of Statistics (ABS) as 15-24 year olds who are not employed, or looking for work and are not in full-time studies. Between 2011 and 2016 this figure increased from 262 (15%) to 325 (18.6%) in the Midland local area.

Some of the key facilities and services for young people within the Midland local area include:

- The Swan City Youth Service (SCYS) in Midland is a Not-for-Profit (NFP) organisation supported by the City and other tiers of government, that operates as a one-stop-shop for young people aged 12 to 25 years. The SCYS offers a range of educational, recreational, life skills, and art and music programs.. A variety of services offered include drug and alcohol counselling, mental health support, weekly medical clinics, assistance with finding accommodation and accessing Centrelink or any other services required.
- The City supports several youth networks including NEYON Coordinators Group, NAIDOC Youth Zone, Swans in Community; and Youth Centre Support at SCYS, Rise Network (Stratton's The Edge), and PCYC Outreach Service. Regional events and initiatives held in Midland to support and connect young people include HyperFest, HyperVision, and HyperMiniseries.

The City runs the following ongoing programs and initiatives for young people:

- Summer holiday initiatives with Swan Active in Midland to reduce antisocial behaviour, reduce punitive responses and increase positive engagement of young people in the area.
- Libraries are committed to helping young people from 13 to 19 years with further learning through programs such as futures Lab Digital Technology Workshops and the Futures Lab – Coder Dojo Club to learn coding, develop websites and digital programs.
- Youth employability skills workshops with the City's Libraries Services partnering with Stirling Skills, in the development and facilitation of a Youth Employability Skills pilot program in Midland to promote opportunities for development of job-seeking skills in young people.
- Viveash BMX track consultation and design with the City's Construction and Maintenance team, conducted consultation with the community to ensure young people are consulted and involved in design and construction process.
- Young carers co-design project in partnership with YACWA and Red Cross to explore the needs of young carers living in Western Australia.

### 6.1.3 Seniors

Seniors are defined as aged 60 years and older, and in 2016 represented a significantly high proportion of the population in the Midland local area at 20.92% (2,755 people). By 2051, the senior population in Midland is expected to grow to almost 6,000.

The City's senior services have been focused on the ageing population in recent years to enable residents to 'age in place'. This refers to the provision of appropriate housing and services within the community for older people to down-size from family sized homes to smaller accommodation with universal design features, to enable their ongoing usability as residents' needs change. In addition to impacts on housing, the changing demographics associated with an ageing population also impact on health and community services, sport and recreation services, and community support and social inclusion.

The City's Strategy for the Ageing Population (Pracsys, 2015) recognises the increased health needs, reduced income and the condensed working aged population and how these impact on perceptions of economic and social issues in communities. The Strategy envisions its communities as 'places where ageing residents enjoy healthy and fulfilling lives whilst actively contributing to the social and economic fabric of Swan'. The Strategy identifies several mechanisms for encouraging universally designed, affordable housing options, and the role of the City in enabling these mechanisms to work. The strategy also notes the forecast housing demand for resident 55+ including residential aged care and independent living villages. A number of aged care facilities exist in the Local Area including Swan Nursing Home and Touhy Nursing Home.

The City's programs and facilities for seniors and people with disability in Midland include:

- The City of Swan Community Care Services offers a variety of support services designed to assist eligible clients who are frail aged or living with dementia and their carers. An emphasis is placed on socialisation, independence and maintaining wellness and personal safety.
- The Active Seniors Program at Swan Active in Midland and activities at Midland Library that are inclusive and welcoming across all cohorts.
- The Midland Seniors Network was recently started by the City and includes representation by the Swan District Senior Citizens; Seniors of Swan; Midland Probus Club; The Rotary Club of Midland; Swan Districts Lions Club; and Country Women's Association (CWA) – Midland Branch. This network is aimed at identifying critical concerns relating to seniors in the area.

## 6.2 Community

### 6.2.1 Aboriginal and Torres Strait Islander Peoples

The City of Swan acknowledges the Wadjuk-Noongar people as the traditional custodians of the land and their connection to land and community. The City recognises the significance of their cultural heritage, beliefs and relationship with the land. The City acknowledges other Aboriginal and Torres Strait Islander language groups in the region, and an established and close working relationship with the 'Aboriginal and Torres Strait Islander communities' to advance reconciliation within the City's local government boundaries" (draft Reconciliation Action Plan, 2011).

In 2016, the City of Swan had the largest Aboriginal and Torres Strait Islander population within the Perth Metropolitan area with 3,802 people compared to the City of Gosnells with 2,753 people, City of Wanneroo with 2,702 people and City of Rockingham with 2,558 people. The City's Aboriginal and Torres Strait Islander population is also the third largest in Western Australia behind the Shires of Derby-West Kimberley with 4,973 people and Broome with 4,571 people.

Between the 2011 and 2016 Census, the City of Swan's Aboriginal and Torres Strait Islander population grew by an additional 555 people, a total growth rate of 17.1% over the 5 year period. One quarter (140) of this growth occurred in the Midland local area bringing its Aboriginal and Torres Strait Islander population to 714 people, almost twice the proportion of Aboriginal and Torres Strait Islander people throughout the City. The Midland Local Area also experiences strong representation of Aboriginal or Torres Strait Islander persons making up 5.4% of the population being the highest percentage in the City of Swan Place Areas. (profile id., 2018).

Across the City of Swan, Aboriginal and Torres Strait Islander peoples are over-represented in Social Housing tenure. In the Midland local area, 243 (17%) of households are "Renting – Social Housing", compared with 1,596 (3.4%) in the City of Swan. Correspondingly, the increase of Aboriginal and Torres Strait Islander populations outside the Midland local area may be attributed to changes in social housing infrastructure, such as the decommissioning of buildings in Midland, and new social housing developments in high growth areas such as Ellenbrook.

The City of Swan has commenced the development of its Reconciliation Action Plan (RAP) to formalise the commitment between the City and the Wadjuk-Noongar and other Indigenous peoples living and working in the City of Swan, as prompted by the community, who have highlighted the need for the City to develop a RAP.

The City has worked collaboratively with the local Aboriginal and Torres Strait Islander groups in the Midland local area with ongoing initiatives to deliver the following:

- The Indigenous Traineeship Program commenced in 2008 and is run by the City's Asset Management Business Unit. 10 trainees have graduated through this program. The City is working in partnership with the Midland TAFE to ensure successful outcomes through the trainee program.
- A Sorry Day event was first held in 2017 in partnership with Child Australia. The event has continued to run in 2018 and 2019.
- Cultural Awareness Training was provided to Councillors and staff during 2017-18.
- Support provided to the Aboriginal Men's Group with funding and in-kind support through Aboriginal Engagement work.
- Aboriginal Network Group established connecting agencies from the Midland area to discuss issues as a collective.
- The City supported an Aboriginal Elders lunch in developing its RAP.

The RAP will formalise existing activities and initiatives between the City and the local Aboriginal and Torres Strait Islander peoples but will also identify issues and gaps in delivery of programs and initiatives across the City of Swan.

### 6.2.2 Culturally and Linguistically Diverse (CaLD) Peoples

The role of culture and cultural diversity is a sound indication of whether people are socially included or excluded in a community. Cultural differences, migration history, English proficiency and religious differences may lead to exclusion of people from non-English speaking backgrounds (CaLD Research Paper, 2017).

In 2016, the Census showed that, like the City of Swan, approximately one third (32%) of people residing in the Midland local area were born overseas in more than 30 countries from all around the World. Other than the United Kingdom and New Zealand, the five most common countries of birth were the Philippines, India, Italy, South Africa and China. Of those born overseas, more than 1,150 people first arrived in Australia in the five year period following the 2011 Census.

In the Midland local area, 71.8% of people reported they spoke English only at home. Of those not speaking English at home (17.7%), Filipino/Tagalog represented the largest percentage at 4.1%. Overall a wide array of birthplaces and languages were reported with 31 places of birth outside of Australia and 34 languages other than English spoken by 2,495 (19.0%) people. The top non-English languages spoken at home in 2016 were Filipino/Tagalog (4.1%), Italian (2.0%), Malaysian (1.1%), Mandarin (0.9%), and Hindi (0.9%).

The City coordinates the East Metropolitan Multicultural Network (EMMN), which engages with CaLD communities and relevant agencies in the area to promote service access and equity.

### 6.2.3 Disability Access and Inclusion

In 2016, the Midland local area had the third highest number of people with severe or profound disability, showing an increase from 744 (6.3%) people in 2011, to 808 people. This is reflective of the high number of aged care facilities and services in the local area.

The ABS Survey of Disability, Ageing and Carers (SDAC) 2015 reported a national disability prevalence rate of 18.3%. Applying this rate to the City's 2016 population of 137,020 people, the estimated number of all people with a disability was 25,075 persons. Applied to Midland's Estimated Resident Population (ERP) of 13,572 people in 2016, the estimated number of all people with disability was 2,483 people.

The City continues to strive for excellence in providing equitable access to services, information, facilities, events and employment. The City's Disability Access and Inclusion Plan (DAIP) is reviewed every five years, with progress reports submitted to the Disability Services Commission annually. The DAIP (2017-2022) was developed in 2018 with input from the community and other stakeholders. The DAIP sets out the City's priorities for the next five years, and is implemented with regular monitoring and annual reporting.

The City of Swan Community Care Services provide social clubs on a Friday night and Saturday for NDIS eligible young adults, who want to meet new people, try new things and visit new places.



Photo. Tropfest, Midland



## Social Services in Midland

The City's 'service models' aim to provide inclusive and accessible services and assets in efficient delivery models, in partnership with Government, the private sector and not-for-profit agencies (SCP, 2017). This approach to service delivery recognises the need for continuous improvement in responding to changing community expectations.

### 6.2.4 Homelessness

Between 2011 and 2016, the prevalence of homelessness increased in the City from 286 to 340 persons. The Middle Swan and Midland area increased from 62 (22% of total reported homeless persons) people to 98 (28% of total reported homeless persons). Importantly, the ABS homelessness statistics are only estimates of people who were likely to have been homeless at one point in time. ABS recognises that some groups of people including rough sleepers and people staying in supported accommodation for the homeless are at risk of being under represented in the Census. Some service providers are not listed as homelessness service providers thus their data on homeless people would not be reflected in the census data.

The City's Current State of Homelessness Paper 2017 was developed to provide current data about the number of homeless people in the City and the demand for housing, key issues affecting people experiencing homelessness in the City, identifying current services addressing homelessness, and to assess current gaps in service provision. The Report identified the following issues affecting people experiencing homelessness in the City of Swan:

- Lack of storage facilities to store personal belongings;
- Lack of personal care facilities for rough sleepers, for example, toilets, showers, clothes washing facilities, storage facilities and phone charging outlets.
- Complexities in navigating Centrelink and Medicare service systems;
- Inability to cope with the rules and regulations in hostels or emergency accommodation. In addition, hostels or emergency accommodation can expose homeless people to other homeless people who have high-risk behaviours, for example, vulnerable people with high incidences of alcohol dependency.

### 6.2.5 Community Wellbeing and Volunteering

The City's first Community Health and Wellbeing Plan (CHWP) is currently being developed that will prioritise activities and resources to address key health priorities within the City of Swan communities. The core CHWP objectives are healthy community, lifestyle choices, and prevention and protection.

The vision for Midland is "Midland has the opportunity and the ability to become a thriving city in its own right, servicing Perth's eastern region, Perth Hills, the Avon Arc and beyond. Midland can deliver an attractive, affordable, productive and sustainable city living environment beside the rivers in the eastern corridor" Midland Activity Centre Plan WAPC, 2018).

The volunteer rates for the City (14.7%) and Midland (12.6%) are proportionally lower than WA's average of 19.0% and the Australian average of 19.0%. The need to increase volunteer rates within Midland and the City of Swan is supported by the City's Volunteer Plan (draft) which has identified the need for promoting and improving the promotion, recruitment, training, retention, recognition and celebration of volunteers across the City.

## 6.3 Community Safety

Community Safety is a responsibility across all three tiers of government. The City of Swan provides direct service delivery that both influences perceptions and addresses actual Community Safety concerns. Some of these actions are obvious and visible such as activities undertaken by the City's Community Safety team related to animal management, vehicle management and fire hazard inspections. Other services such as graffiti removal services, parks and reserves management, strategic planning, youth and community development all contribute to a sense of community safety and wellbeing. These City services provide positive Community Safety outcomes through community planning and design, maintenance of quality community assets and facilities, community programs and education.

The City of Swan's Community Safety Plan 2014-2018 was developed to prioritise actions and reporting on community safety matters across the City. The following key priority areas were identified as the focus for improving community safety across the City:

- Measures to detect and deter crime;
- Measures to address the underlying causes of crime;
- Addressing safety issues related to personal and community responsibility in local neighbourhoods; and
- Increased coordination and responsiveness of agencies to address community safety.

Under each of the four priority areas a series of objectives are identified (24 in total) which are monitored by the City's Community Safety team. The following objectives have specific relevance to the Midland Local Area:

- Advocacy for greater police presence and patrols throughout the City in particular the Midland CBD area and other hotspots such as train stations and shopping precincts after dark;
- Improve street and other lighting where possible especially in the Midland CBD and other identified hotspot locations such as local skate parks; and
- City of Swan representatives to take a more active role in the work of the Midland Districts Leadership Council to address social issues in partnership with government and nongovernment agencies

### 6.3.1 Crime

Historically there has been concern regarding the perceived level of crime and anti-social behaviour by businesses in the Midland centre also amongst residents in the Local Area. From 2016-17 to 2017-18 there was an overall increase of 137 reported offences, across Midland, notably:

- Fraud and Related Offences (+178)
- Drug Offences increased (+95)
- Dwelling Burglary increased (+60)
- Property damage decreased (-72)
- Stealing decreased (-60)
- Assault (Family) decrease (-22)

The City of Swan is well connected to bordering Local Government Authorities, to jointly address crime related issues but see the need for a local Midland network of community and cultural groups to address Place based occurrences of issues such as Domestic and Family Violence and Homelessness, and reducing illegal dumping.

A key role of the City is creating places and an environment which encourage social interaction and safety through the design of buildings, streets and public spaces. There is a body of research that indicates that the way the built environment is designed can lead to a reduction in the fear and incidence of crime by reducing opportunities for offending. These principles of design are referred to as Crime Prevention through Environmental Design (CPTED).

The WAPC has developed a guide to support the implementation of CPTED principles. The Designing Out Crime Planning guidelines are intended to provide local government, government agencies, town centre management, the development industry and planning and design practitioners with an understanding of the principles of designing out crime.



Photo. GRAFFIX Midland

The planning and design of places, spaces and buildings can assist in reducing crime by the application of improvements to lighting, fencing, landscaping and surveillance of the area from buildings and land use. Peoples' behaviour, particularly in terms of the possibility of offending, as well as an individual's perception about their safety, can be influenced by the design of that environment. Good design can reduce opportunities for offending and improve feelings of safety (Western Australian Planning Commission, 2006).

As noted throughout the City's Local Planning Strategy the creation of safe public spaces such as streets, car-parks and parks is a priority for the community. It is not feasible to have law enforcement agencies present at all times in the public realm. Through good design of public spaces and buildings abutting public spaces, passive surveillance of the public domain can increase and lead to a greater sense of security for the community.

#### **6.3.1.1 CCTV**

To help deter criminal activity in Midland and to further promote a sense of public security and safety, a network of 'Closed Circuit Television' (CCTV) cameras has been proposed to be installed around Midland. Installation, upgrade or relocation of CCTV cameras is to be done in relation to the 'City of Swan Lighting and CCTV Master Plan' (CSLCMP) document. The locations of cameras to be installed are indicated in the CSLCMP document along with relevant information.

It is important that CCTV cameras are not blocked by items on the street, in particular trees. Should there be a conflict with a location of the CCTV cameras with trees it is proposed that the CCTV camera be relocated, or adjusted as this is far more easily achieved than the relocation of trees. In this report, whilst most of the tree locations shown in this report are believed to be realistic they are nevertheless conceptual, ie indicative, and need to be confirmed at a later stage of design to ensure that there are no conflicts with other elements such as underground services. Trees may need to be trimmed or regularly maintained to avoid blocking CCTV cameras where the two exist together.

#### **6.3.2 Emergency Management**

The Midland Local Area is a hub for the emergency services for the City of Swan. A number of services are located within the local area including the Midland Police Station, Midland Fire Station, Midland Public Hospital and the Swan State Emergency Services (SES) which also houses the Swan Communications Volunteer Bush Fire Brigade.

The City of Swan is also a key player in the State's emergency management arrangements and provides expert knowledge about their communities and environments. The City's Local Emergency Management Committee (LEMC), chaired by the City with representation from key organisations and agencies ensures that local emergency management arrangements are prepared and maintained, and to manage recovery after an emergency.

In the Midland Local Area for example, this includes being prepared for a wide variety of possible risks such as flooding from the Swan and Helena Rivers, transport accidents involving the freight or transit rail line and hazardous spills due to the freight line and primary road corridors.



### Social Environment Highlights

- Large proportion of young adults (20 to 29 year olds) forecast for 2031.
- Regional events held in Midland including HyperFest, HyperVision and HyperMiniseries.
- New Youth Centre opened.

### Social Environment Issues

- High level of disadvantage.
- Limited housing diversity including affordable housing and social housing options.
- Lack of social data across the area (e.g. domestic violence, and homelessness).
- Lack of services for CALD communities and insufficient awareness among CALD communities of local services available.
- High youth unemployment and lack of opportunities.
- Lack of crisis accommodation (domestic and family violence).
- Limited public community gardens in the area.
- Lack of ageing in place opportunities (e.g. housing and facility opportunities).
- Need to increase support services for people who are homeless or at risk of homelessness.
- Need to improve access to support for vulnerable people who require additional support services.



Photo. Swan City Youth Service



## 7.0 Governance

Governance is the framework of laws, policies, strategies, resources and processes that enable decision-making.

Local area plans sit within a framework of strategic and statutory instruments produced by the Western Australian Planning Commission at the regional level, and local strategic and statutory instruments produced by the City. Regional planning provides the broad framework within which planning at the local level is required to be consistent. Similarly, the local area plan is required to be consistent with the City's local planning framework of policies, strategies and structure plans. The principal documents that directly influence the direction of the Midland Local Area Plan are outlined as follows.

### 7.1 State Planning

#### 7.1.1 State Planning Policies

##### 7.1.1.1 Residential Design Codes (R-Codes)

The R-Codes (SPP 7.3) control the design of most residential development residential subdivision throughout Western Australia. The R-Codes provide a set of development criteria which are used in assessment which aim to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents.

##### 7.1.1.2 Activity Centres for Perth and Peel

The Activity Centres Policy (SPP 4.2) is a state planning policy for the planning and development of activity centres throughout Perth and Peel. It identifies the hierarchy of higher order activity centres including the Midland Strategic Metropolitan Centre.

This policy guides the redevelopment and renewal of existing centres including distribution, function, broad land use and urban design criteria along with requirements to coordinate land use with infrastructure planning.

The City prepared the Midland Activity Centre Structure Plan in response to the requirements of SPP4.2.

##### 7.1.1.3 6.1.1.1 Design WA (2016)

Design WA is a State Government initiative to ensure good design is at the centre of all development in Western Australia. The lead policy; SPP 7 Design of the Built Environment aims to create cities, towns and neighbourhoods where people want to live, work and socialise, now and long into the future. It includes 10 principles for good design and sets up the requirement for expert design review as a part of the evaluation process.

Design WA also includes spp7.3 R-Codes Volume 2 Apartments, which focuses on design guidance for apartments and mixed-use developments and will replaced Part 6 of the Residential Design Codes in 2019.

##### 7.1.1.4 Liveable Neighbourhoods

Liveable Neighbourhoods is an operational policy for the design and assessment of regional, district, and local structure plans, and subdivision for new urban areas, predominantly residential. This document is relied upon to provide guidance in assessing the structure plans and subdivision applications that are submitted to enable the expansion of residential development.

## 7.2 Regional Planning

### 7.2.1 Directions 2031 and Beyond

The Western Australian Planning Commission (WAPC) published Directions 2031 and Beyond (Directions 2031) as the State's blueprint for managing the growth of the Perth metropolitan region, looking at the planning and delivery of housing, infrastructure and services necessary to accommodate anticipated population growth.

Directions 2031 notes the importance of the Midland as a Strategic Metropolitan Centre. The purpose of these centres is to provide a diverse range of housing, services, facilities and activities necessary to support the communities and enhance the liveability and self-sufficiency of the catchment.

### 7.2.2 Perth and Peel@3.5million (2018)

This land use planning document aims to accommodate development for growth to 3.5 million people within the Perth metro area by 2050 while addressing conservation matters and streamlining State and Federal development approval processes. This document also includes the draft North-East Sub-regional Planning Framework to realise the vision captured in Directions 2031 and Beyond and State Planning Strategy 2050.

#### 7.2.2.1 North-East Sub-regional Framework (2018)

Four sub-regional planning frameworks were developed as part of the Draft Perth and Peel@3.5million. The North-East Sub-regional Planning Framework (NESRPF) is one of three frameworks prepared for the outer sub-regions of Perth and Peel. The NESRPF establishes a long-term and integrated planning framework for land use and infrastructure provision as it builds on principles of Directions 2031 and Beyond.

### 7.2.3 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is the state government's high level scheme for the Perth metropolitan region which divides all land into broad zones and reservations. Local government town planning schemes must be consistent with the MRS.

## 7.3 Local Planning

### 7.3.1 Draft Local Planning Strategy (2018)

The Draft Local Planning Strategy (LPS) (prescribed under the Planning and Development Act 2005) provides the strategic direction for the City which informs and is implemented by the Local Planning Scheme. The Strategy includes a number of recommendations for Midland, including the implementation of the Midland Activity Centre Structure Plan and Local Commercial Activity Centres Strategy, providing for housing choice and diversity and enhancing accessibility and facilities at the Swan and Helena Rivers. The draft LPS has undergone public advertising and will be considered by the WAPC in 2020.

### 7.3.2 Midland Activity Centre Structure Plan (2018)

The Midland Activity Centre Structure Plan (MACSP) applies to the land controlled by the City of Swan, however provides strategic direction for the future of the Midland Activity Centre (MAC) as a whole (including land administered by the Metropolitan Redevelopment Authority) (white zones in Figure 28). The MACSP provides for the long-term growth of the area and highlights a number of principal components to achieve the vision including, high density and mixed use housing opportunities for approximately 6,955 dwellings, the relocation of the Midland train station and the activation and enhanced connectivity of Cale Street, to name a few. The MACSP has been prepared in accordance with the framework provided in SPP 4.2. Associated Design Guidelines are being prepared to guide the revitalisation and urban form of the MAC focused achieving the principles established by the MACSP.



### **7.3.3 Local Planning Scheme No. 17**

The City of Swan Local Planning Scheme No. 17 (LPS17) sets the land use zones, the uses permitted within those zones and the requirements for development of land (Figure 28).

### **7.3.4 Local Planning Policies**

#### **7.3.4.1 Local Commercial Activity Centres Strategy (2018)**

The Local Commercial Activity Centres Strategy (LCACS) identifies the demand and supply trends for retailing in the City, recommends a future network of activity centres and provides the basis for strategic planning initiatives.

The Midland Strategic Metropolitan Centre is highlighted as the highest order centre in the City and is the primary location of employment and commercial activity outside of the Perth CBD. The LCACS also notes that Midland Local Area contains five local centres (the lowest order centres), the Midvale Neighbourhood Centre Investigation Area and a future Neighbourhood Centre at Horace Street.

#### **7.3.4.2 Woodbridge Conservation Precincts (POL-C-111)**

Parts of Woodbridge (north and south of the railway) are recognised as having local cultural significance and were designated in 1998 as conservation precincts under the City's Planning Scheme. This would allow the City to have greater control over subdivision and development in the precincts. The policy is intended to provide detailed guidance to property owners and the City to achieve good development outcomes in an important heritage context.

#### **7.3.4.3 Draft Midland Activity Centre Design Guidelines**

The Midland Activity Centre Design Guidelines (MACDG) The MACDG are focused on encouraging high-quality development throughout the Midland Activity Centre. The MACDG introduce outcomes for development to create the intended character and amenity, under the following parts: Building Design and Amenity Requirements, Public Realm Requirements, Parking, Service Infrastructure and Access Requirements and Sustainability Requirements. To support the statutory implementation of the MACDG, the MACDG are proposed to be initiated as a Local Planning Policy to be adopted under Local Planning Scheme No.17.

#### **7.3.4.4 Draft Midland Oval Design Guidelines**

The Midland Oval Design Guidelines (MODG) are being developed to support the implementation of the Midland Oval Redevelopment Masterplan (MORM), and to guide the high standard of development envisioned for the precinct. The MODG are focused on encouraging high-quality development and introduce standards for development, including Precinct Guidelines, Built Form Guidelines and Detailed Precinct Plans. To support the statutory implementation of the MODG, the MODG are proposed to be initiated as a Local Planning Policy to be adopted under Local Planning Scheme No. 17.

## **7.4 Midland Redevelopment Area**

The Midland Redevelopment Area is one of five redevelopment areas across Perth under the authority of the Metropolitan Redevelopment Authority (MRA). The MRA Act 2011 gives the MRA power to direct, oversee and enable land revitalisation of each redevelopment area. The Midland Redevelopment Scheme 2 sets out the provisions for the development and use of land and is the Authority's most important document for managing the development of land. This is also supported by a number of policies, guidelines and plans.

The Authority's vision for Midland is to create a thriving city that attracts businesses, residents and tourists to Perth's eastern corridor. The urban renewal program has been underway since 2000, which is well progressed and strengthening the areas role as a strategic metropolitan centre. Approximately 40% has been completed, with \$146 million has been invested into projects such as Juniper Gardens, The Crescent, The Workshops, Woodbridge Lakes, the Health Precinct and the Clayton Commercial Precinct.

## **7.5 Decision Making**

The process of decision making for local area plans sits within the local area planning model described in the introduction, which ultimately leads to place-based service delivery. The decision making process in the development of the local area plan also includes community engagement processes. Community workshops were held in the development of the Strategic Community Plan (2017-2027), which sets the overarching strategies for development and service delivery in the City of Swan. The Midland Local Area Plan will also include community engagement through a request for submissions, a community workshop, and online engagement.

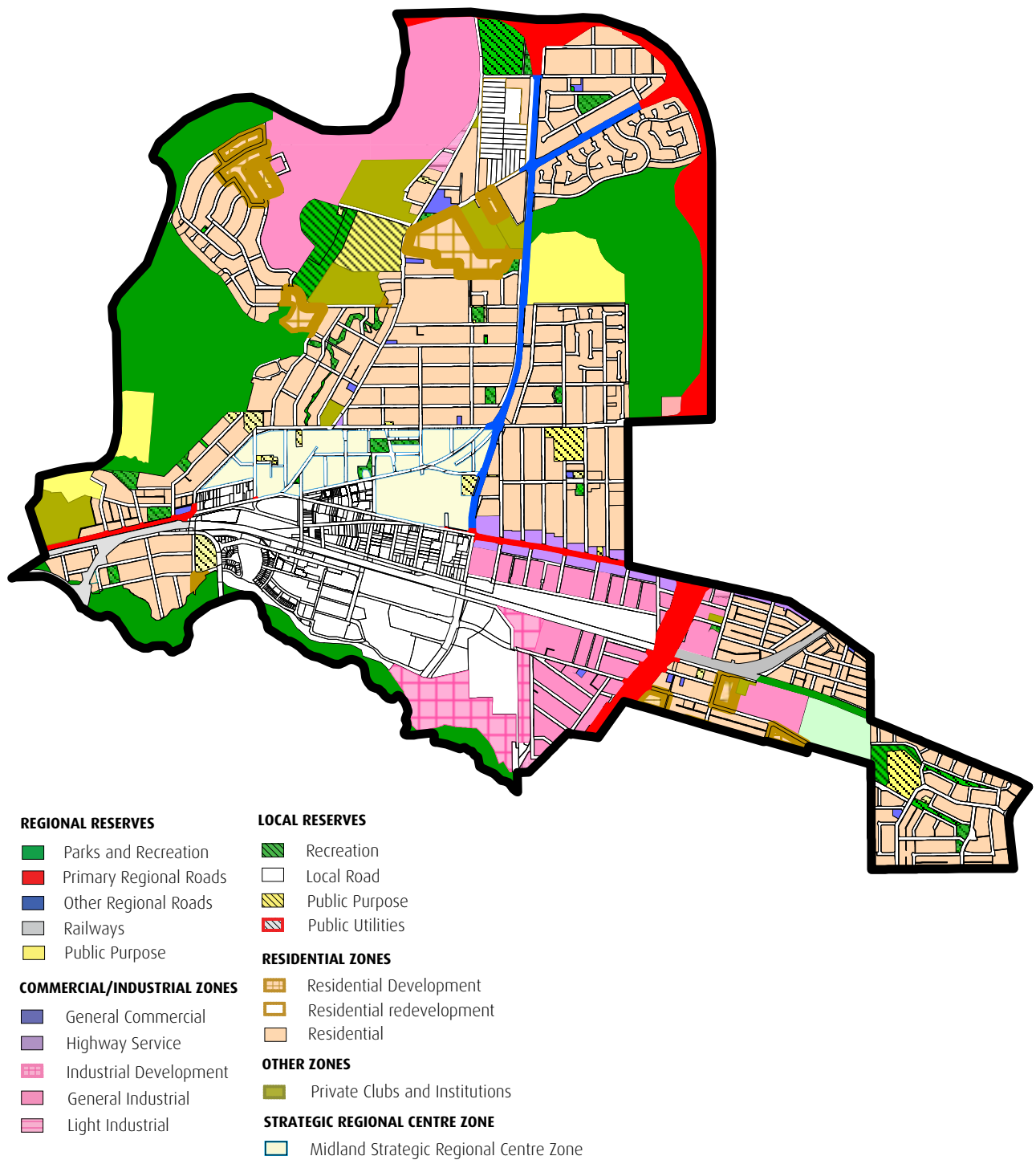


Figure 26 City of Swan Local Planning Scheme

[www.swan.wa.gov.au](http://www.swan.wa.gov.au)



City of Swan  
2 Midland Square Midland  
PO Box 196 Midland WA 6936  
9267 9267

This document can be made available in  
alternative formats on request.

