**Midland Metro, Western Australia**

<table>
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<th>In Brief</th>
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<tbody>
<tr>
<td><strong>Town/Region</strong></td>
<td>City of Swan, Midland</td>
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<td><strong>State</strong></td>
<td>Western Australia</td>
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<tr>
<td><strong>Context</strong></td>
<td>Town Centre</td>
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<tr>
<td><strong>Target Group</strong></td>
<td>All</td>
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<td><strong>Organisation(s)</strong></td>
<td>Midland Redevelopment Authority&lt;br&gt;Key urban design and planning consultant: TPG Town Planning and Urban Design</td>
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<tr>
<td><strong>Timing</strong></td>
<td>2000-2014&lt;br&gt;Commenced in 1999&lt;br&gt;Approximately 70 per cent complete&lt;br&gt;Completion 2014</td>
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<td><strong>Key Outcomes/Objectives</strong></td>
<td>Revitalise and strengthen Midland as a strategic regional centre&lt;br&gt;Integrate development to ensure maximum benefits for the city and the community&lt;br&gt;Maintain and enhance environmental, social, heritage and cultural values within and around the redevelopment area&lt;br&gt;Invest responsibly for sustainable economic outcomes</td>
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Midland 2017 Enquiry by Design outcome plan<br>Source: Midland Redevelopment Authority
Case Study – Midland Metro

Overview
The Midland Redevelopment Authority (MRA) began work on the revitalisation of central Midland, including the former railway workshops, in 2000. The MRA area will comprise a mix of activities, including a variety of housing types, mixed use, commercial, retail, education, bulky goods retail, and health. Substantial areas have been set aside for passive recreation opportunities that encourage access to previously hidden natural and man made assets, such as the Helena and Swan Rivers and the historic Coal Dam. Much of the plan for future development of Midland is centred on Transit Oriented Development (TOD) principles.

An independent economic impact report shows that over the next 20 years the project will inject $1.22 billion into the local economy and create about 7566 jobs. To date the MRA has successfully created new commercial and residential land subdivisions, built a new road network opening up the workshops site and linking it with the city centre, and enhanced streetscapes, including by incorporating street furniture. The Midlands heritage is being reflected through a range of public art works within various existing and newly created public spaces.

OUTCOMES

Successes
- A street network and lot layout that improves access between the traditional city centre and the previously isolated former railway workshops.
- In principle support to the creation of a 30km/h speed limit in the workshops village with kerb free streets and reduced street signage.

Artist’s impression of the revitalised workshops village (in progress) Source: Midland Redevelopment Authority

This project was funded by the Australian Government Department of Health and Ageing
The MRA has conducted a Public Spaces and Public Life Study for parts of the city centre. The first study comprised pedestrian audits and assessed the built form. An update to this study is about to commence and it is anticipated that definitive recommendations on physical improvements will form a key component. The Study will be updated every three years.

Implementing design guidelines for mixed use and residential developments that enhance safety in the public realm by facilitating passive surveillance of streets, laneway, parks and gardens.

New apartment buildings, cafes, restaurants and shops are being created at Juniper Gardens (within the town centre). When completed in 2009, three major developments will have a total of 101 apartments and almost 3000 square metres of office and commercial space.

Woodbridge Lakes, the dress circle residential area around the historic Coal Dam on the Workshops site. The subdivision design has retained much of the existing mature vegetation and design guidelines have ensured the ‘character’ of Woodbridge is reflected in contemporary forms of architecture. Residences are within 5 minutes walk of the Midland train and bus station and within 10 minutes of the City Centre retail heart of Midland.

This project was funded by the Australian Government Department of Health and Ageing

Last updated 24 June 2009
Pedestrian networks have been established throughout Woodbridge, parts of the workshops and with connections into the city centre enhanced. Improved pedestrian links between the city centre and the workshops will continue within the next 12 months, in particular an at-grade pedestrian crossing at Cale Street will provide a much needed link between the workshops, the future Midland Health Campus and the Police centre.

Adaptation of key heritage workshop buildings to contemporary uses and creation of a unique, active urban village. The focus will be on creative industries, education and heritage activities, with apartments and townhouses. Active forms of transport will be promoted within this precinct and vehicle parking will be substantially reduced to ensure transit oriented development goals are achieved.

Other key MRA developments are the State’s largest police complex (including a communication centre, forensics and traffic operations), a premier bulky goods shopping centre and the Midland Health Campus, a 326-bed general hospital (construction planned to start in 2009) consolidated within walking distance of the transit interchange.
Learnings

- The resulting residential density in Woodbridge Lakes served a marketing goal and provided a housing typology not available in the Midland area, however a greater density in the development would further enhance TOD outcomes.
- The introduction of bulky goods retail has fulfilled a demand within Midland, however it is primarily a car-based activity that could have been located elsewhere in Midland.
- Funding for major road changes to fix intra town centre movement is difficult to secure under current funding and management arrangements.

Costs

- The MRA project does not have the benefit of Federal grants as start up funds to enable basic infrastructure to be put in place. Accordingly, infrastructure works are dependent on the sale of land and thus is a financial burden on the Authority that other redevelopment authorities do/did not have.
- Significant costs to the Authority have been accrued through the remediation of land subject to former railway workshop activities and restoration works associated with heritage buildings.
- The relative project cost of improved public domain is not high, however the maintenance costs of high quality areas is a concern to local government.

Benefits

- Improved access between a large vacant area of Midland and the city centre.
- A range of new housing types has now been developed within the walkable catchment of the Midland city centre and transit node. These include quality and higher income offerings, which has direct impacts on local economic growth.
- Public spaces, including street networks, have been enhanced to attract more pedestrian and community activities.
- Access to significant heritage assets, previously isolated from the city centre.

RESOURCES
Midland Redevelopment Authority
www.mra.wa.gov.au

Midland Redevelopment Authority Planning Publications
www.mra.wa.gov.au/planning/planning_publications.phtml