



City of **Cockburn**

Hamilton Hill Revitalisation Strategy

November 2012





CONTENTS

Revitalisation Plan	1
Revitalisation Plan	1
1 INTRODUCTION	1
1.1 BACKGROUND.....	1
1.2 STRATEGY VISION.....	2
1.3 OBJECTIVES	2
1.4 STUDY AREA.....	3
2 THE PROPOSAL	3
2.1 RESIDENTIAL DENSITY CHANGES	4
2.2 LAND CONSOLIDATION DENSITY BONUS	15
2.3 PROPOSED CHANGES TO APD58 – RESIDENTIAL DESIGN GUIDELINES	16
2.4 POS IMPROVEMENT STRATEGY	20
2.5 ACTIVITY CENTRES	21
2.6 MOVEMENT NETWORK.....	26
3 PROPOSAL IMPLEMENTATION.....	27
Background Report	30
4 INTRODUCTION TO BACKGROUND REPORT.....	30
5 PLANNING CONTEXT	30
5.1 STATE PLANNING STRATEGY	30
5.2 DIRECTIONS 2031 AND BEYOND: METROPOLITAN PLANNING BEYOND THE HORIZON.....	31
5.3 OUTER METROPOLITAN PERTH AND PEEL SUB-REGIONAL STRATEGY	32
5.4 STATE PLANNING POLICY NO. 3 – URBAN GROWTH AND SETTLEMENT	32
5.5 STATE PLANNING POLICY NO.3.1 - RESIDENTIAL DESIGN CODES OF WESTERN AUSTRALIA.....	33
5.6 CITY OF COCKBURN PLANNING STRATEGY	36
5.7 PHOENIX REVITALISATION STRATEGY	36

CONTENTS

6	DISTRICT AND REGIONAL CONTEXT	37
7	LOCAL CONTEXT.....	39
7.1	LOCAL HISTORY	39
7.2	DEMOGRAPHICS.....	46
7.3	HOUSING	49
7.4	PUBLIC REALM.....	60
7.5	ACTIVITY CENTRES AND COMMUNITY FACILITIES	64
7.6	MOVEMENT NETWORK.....	69
8	URBAN INFILL AND MEDIUM DENSITY DEVELOPMENT: LESSONS LEARNT BY THE CITY	77
8.1	PRIVATE ACCESS WAYS	77
8.2	WASTE MANAGEMENT	78
8.3	OPEN SPACE AND DWELLING SIZE	79
9	STAKEHOLDER CONSULTATION.....	80
9.1	COMMUNITY CONSULTATION PRIOR TO PREPARATION OF STRATEGY	80
9.2	CONSULTATION VIA PUBLIC ADVERTISING	84
9.3	GOVERNMENT AGENCY CONSULTATION	87
9.4	OTHER STAKEHOLDER.....	91
10	KEY FINDINGS	91
11	REFERENCES	95

CONTENTS

FIGURES

Figure 1 Process for Preparation of Strategy.....	2
Figure 2 Hamilton Hill Revitalisation Study Area	3
Figure 3 Residential Density and Zoning Plan.....	5
Figure 4 Existing Residential Density Codings	6
Figure 5 Hypothetical Development Illustrations at R30	7
Figure 6 Hypothetical Development Illustrations at R40	8
Figure 7 Hypothetical Development Illustrations at R60	9
Figure 8 Explanatory Guide to R-Codes for R20 to R60.....	10
Figure 9 Proposed Rockingham Road Development Area	13
Figure 10 Proposed Blackwood Avenue Development Area	13
Figure 11 Proposed Rockingham Road Neighbourhood Centre Development Area.....	14
Figure 12 Visualisation of Simms Road Cafe and Garden in Winterfold Road Centre	22
Figure 13 Simms Road Cafe and Garden Concept	23
Figure 14 Explanatory Interpretation of R-Codes	34
Figure 16 Phoenix Revitalisation Strategy	36
Figure 16 Regional Context	38
Figure 17 Original Hamilton Hill Primary School Building	41
Figure 18 Newmarket Hotel	41
Figure 19 Azelia Ley Homestead.....	42
Figure 20 Greenslades Building.....	42
Figure 21 Heritage Sites	45
Figure 22 The Age of Hamilton Hill Residents.....	46
Figure 23 Household Composition by Household Type.....	47
Figure 24 Household Composition by Number of Persons Usually Present.....	48

CONTENTS

Figure 25 Housing Type.....	49
Figure 27 Lot sizes in Hamilton Hill (excluding grouped and multiple dwellings).....	50
Figure 26 Existing Development.....	51
Figure 28 Existing Lot Size.....	52
Figure 29 Hamilton Hill's Development Through The 20 th Century.....	54
Figure 30 Portuguese Club.....	55
Figure 31 Newmarket Hotel.....	56
Figure 32 Hamilton Hill School.....	56
Figure 33 Public Open Space.....	63
Figure 34 Centres and Community Service.....	65
Figure 35 Road Hierarchy.....	72
Figure 36 Bus Network.....	75
Figure 37 Bicycle Map.....	76
Figure 38 Poorly landscaped private access way without shade trees.....	78
Figure 39 Poorly maintained private access way with no footpath.....	78
Figure 40 Submissions on the draft Strategy.....	85
Figure 40 Department of Housing Land.....	89

TABLES

Table 1 Development Criteria for R40 and R30 under R30/40/60 Coding.....	12
Table 3 Proposed Maximum Building Heights for Multiple dwellings on land zoned R40.....	17
Table 2 Proposed Maximum Building Heights (Excerpt from Table 3 of the R-Codes).....	17
Table 4 Proposed Private Access Way Requirements.....	19
Table 5 Actions for Implement Hamilton Hill Revitalisation Strategy.....	28
Table 6 State Planning Strategy Relevant Actions.....	31

CONTENTS

Table 7 Excerpt from Table 1 of the R Codes.....	33
Table 8 Excerpt from Table 4 of the R Codes.....	35
Table 9 LPS's Relevant Strategies	36
Table 10 Heritage Place in Hamilton Hill	44
Table 11 Comparison of historical and forecast weekday traffic data for study area.....	70
Table 12 5-year reported crash history.....	71
Table 13 Footpath recommendations	74
Table 14 Shared use path recommendations.....	74
Table 15 Further investigation recommendations.....	77
Table 16 Submissioner's reasoning for supporting the draft Strategy.....	86
Table 17 Submissioner's reasoning for not supporting the draft Strategy.....	86

APPENDICIES

APPENDIX 1 - APD58 – RESIDENTIAL DESIGN GUIDELINES

APPENDIX 2 - PROPOSED POS UPGRADES

APPENDIX 3 - RESIDENTIAL ARCHITECTURE OF HAMILTON HILL

APPENDIX 4 - SAFE ASSESSMENT CRITERIA

APPENDIX 5 - POS PROVISION CALCULATIONS

APPENDIX 6 - POS SURVEY

APPENDIX 7 - HAMILTON HILL RESIDENTS AND PROPERTY OWNERS SURVEY OUTCOMES

APPENDIX 8 - COMMUNITY VISIONING FORUM QUESTIONNAIRES AND SUMMARY OF RESPONSES

APPENDIX 9 – PUBLIC ADVERTISING SCHEDULE OF SUBMISSIONS

REVITALISATION PLAN

1 INTRODUCTION

The Hamilton Hill Revitalisation Strategy is the latest of the City of Cockburn's revitalisation projects. The Strategy will guide how future urban infill will be delivered within the suburb and works required to facilitate improvements in the urban environment.

The Strategy is structured in to two parts, the proposed Revitalisation Plan (Section 1-3) and the Background Report (Section 4-10).

The Revitalisation Plan includes:

- Proposed changes to the Residential Densities in Hamilton Hill;
- Proposed land consolidation bonuses;
- Proposed changes to the Residential Design Guidelines Policy (APD58);
- A Public Open Space (POS) improvement strategy;
- Recommendations for the suburb's centres;
- Recommendations for the suburb's movement network; and
- An implementation table.

1.1 BACKGROUND

The Western Australian Planning Commission ('WAPC') in 2010 released its latest strategic plan for Perth and Peel, *Directions 2031 and beyond: Metropolitan planning beyond*

the horizon ('Directions 2031'). Directions 2031 sets a target that 47% of the additional dwellings required by 2031 will be delivered through urban infill. Hamilton Hill as a well connected inner ring suburb is well situated to contribute to the delivery of these infill targets.

The Hamilton Hill Revitalisation Strategy follows on from the Phoenix Revitalisation Strategy which was finalised in May 2009. The City is now implementing the Phoenix Strategy, with the majority of the area's residential land being up-coded to R30, R30/40, R40 and R60 in 2010.

Hamilton Hill has been provided with sewer services in recent years, and has also had part of the suburb approved for the undergrounding of power lines. Adding to this the unique location of the suburb in respect of accessibility to employment areas and improving services via public transport, creates the opportunity for redevelopment to be considered. The City is also aware that a large segment of the community is interested in subdividing their properties.

The Strategy is based on a comprehensive Background Report (See Sections 4 to 10) which includes a policy analysis, site analysis, contextual studies, stakeholder consultation outcomes, and an analysis of how urban infill and medium density development is occurring in Cockburn and the lessons for future development control initiatives.

The process for preparing the Strategy is summarised in **Figure 1**.

REVITALISATION PLAN

Figure 1 Process for Preparation of Strategy



1.2 STRATEGY VISION

The vision for the Strategy is;

"To plan in a proper and orderly manner for the revitalisation of Hamilton Hill through appropriate urban infill and investment in the urban environment"

1.3 OBJECTIVES

The objectives of the Strategy are to;

1. Maintain and enhance the local character of Hamilton Hill through development and investment that complements the existing urban fabric;
2. Provide opportunities for urban infill that meet the needs of the existing and future community of Hamilton Hill;
3. Contribute to the urban infill aspirations of *Direction 2031*; and
4. Provide for a more sustainable, accessible and compact urban form within Hamilton Hill.

REVITALISATION PLAN

1.4 STUDY AREA

The study area is bound by Stock Road to the east and the City of Cockburn local government boundary to the north. To the south the study area is partially bounded by the Roe Highway Primary Road Reserve but includes an area south of the Reserve down to Jansen and Owen Road. To the west lies the Manning Park Regional Recreation Reserve (refer to Figure 2- Study Area).

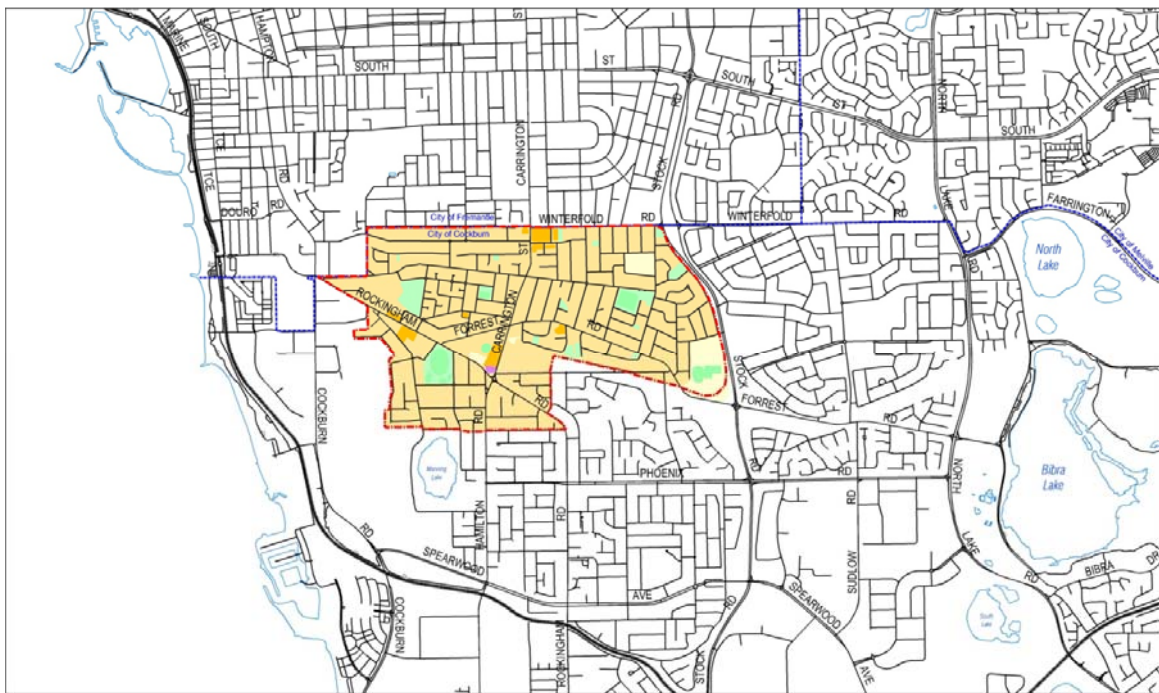
The study area is located to the north of the Phoenix Revitalisation Study Area.

2 THE PROPOSAL

The Revitalisation Plan includes 7 key sections:

- Proposed changes to the Residential Densities in Hamilton Hill;
- Proposed Land Consolidation Density Bonus
- Proposed changes to APD58 – Residential Design Guidelines;
- A POS improvement strategy;
- Recommendations for the suburb's centres;
- Recommendations for the suburb's movement network; and
- An implementation table.

Figure 2 Hamilton Hill Revitalisation Study Area



2.1 RESIDENTIAL DENSITY AND ZONING CHANGES

The Residential Density and Zoning Plan shown in **Figure 3** proposes a change to all residential land within the Study Area and changes to the zoning of a number of sites. **Figure 4** shows the existing residential density codings in the Study Area. The Residential Density and Zoning Plan is based on the following principles:

- The base density code of R30 will maintain the existing local character of Hamilton Hill.
- Higher density development should be focused around;
 - the suburbs Neighbourhood Centres and substantial Local Centres;
 - High frequency bus routes;
 - Areas of POS;
 - Around primary and secondary schools and;
 - Large land parcels which offer the opportunity to undertake coordinated urban infill development.

Figure 5, 6 and 7 provide hypothetical illustrations of residential development under the various densities proposed by Residential Density and Zoning Plan. These illustrations aim to assist the community understand the impact of the Residential Density and Zoning Plan. The illustrations show gradual development of a section of a street block under the proposed density.

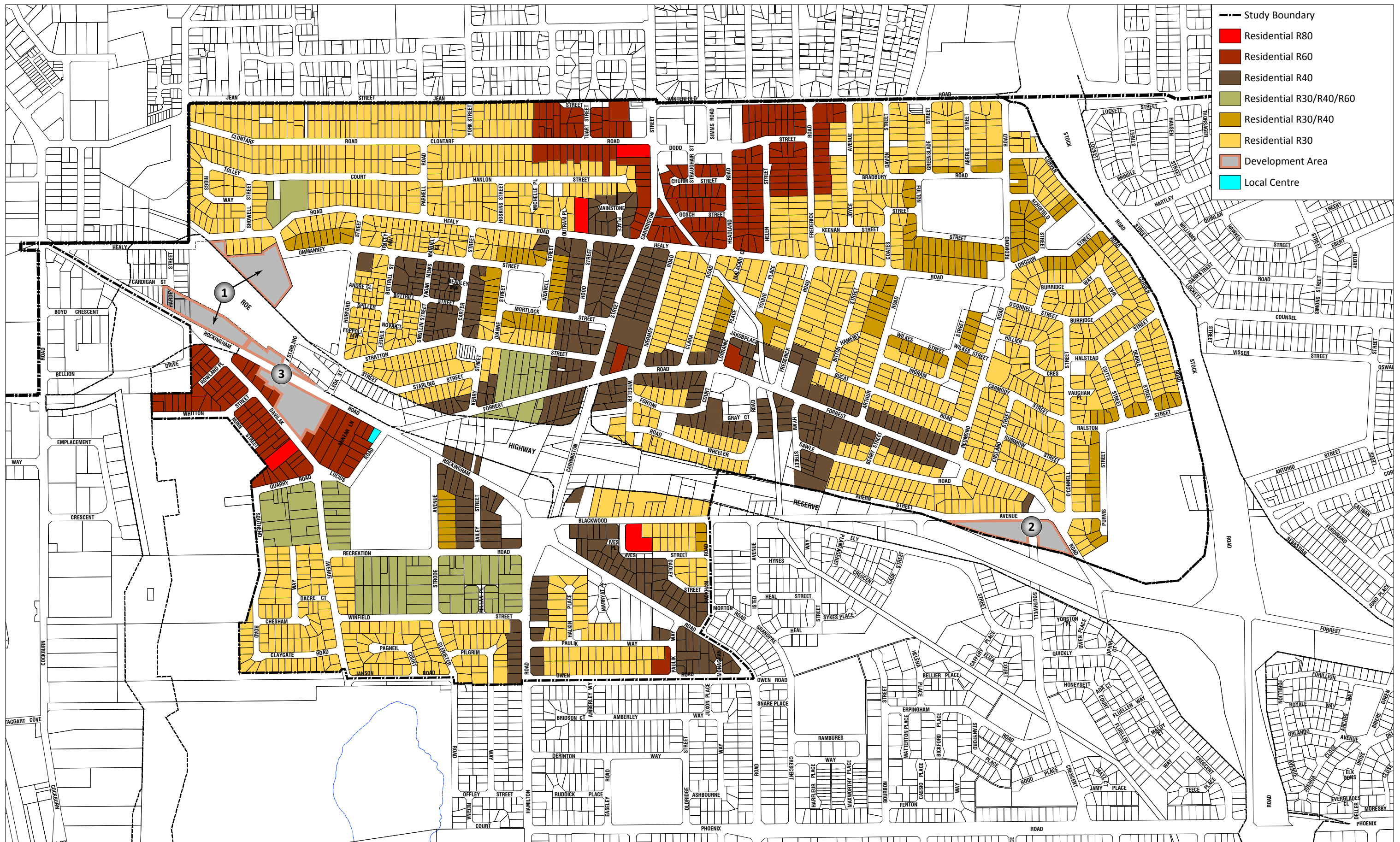
The Residential Density and Zoning Plan is described in detail in the following sections.

2.1.1 EXPLANATION OF RESIDENTIAL DENSITY

Residential density is the term used to describe the intensity or number of residential units allowed to be developed in a specified land area. The Residential Design Codes of Western Australia ("the R-Codes") provides the basis for the control of residential density throughout Western Australia. The R-Codes specifies minimum and average lot areas, or plot ratios for each density code (ie R20, R30, R40 etc). Local planning schemes then apply a density coding to residential zoned land which is used to control the subdivision and development of land.

To assist the community understand the impact of the Residential Density and Zoning Plan **Figure 8** provides an explanation of development potential under a range of R-Code densities. **Figure 8** provides indicative lot yields under the varying densities. Multiple dwellings yield more lots than single or grouped dwellings on land coded R30 and above as multiple dwellings are controlled via plot ratio, maximum building height and minimum open space rather than minimum and average site area. The potential dwelling yield for multiple dwellings showing in **Figure 8** have been calculated using an assumed average dwelling area of 65m². However, dwellings can be as small 40m².

These lot yields are based on a hypothetical development scenario. Ultimate development yields will be influenced by many other factors such as the existing lots configuration, frontage, existing development etc. Section 5.5 of the Strategy provides a more detailed explanation of the R-Codes.



RESIDENTIAL DENSITY & ZONING PLAN

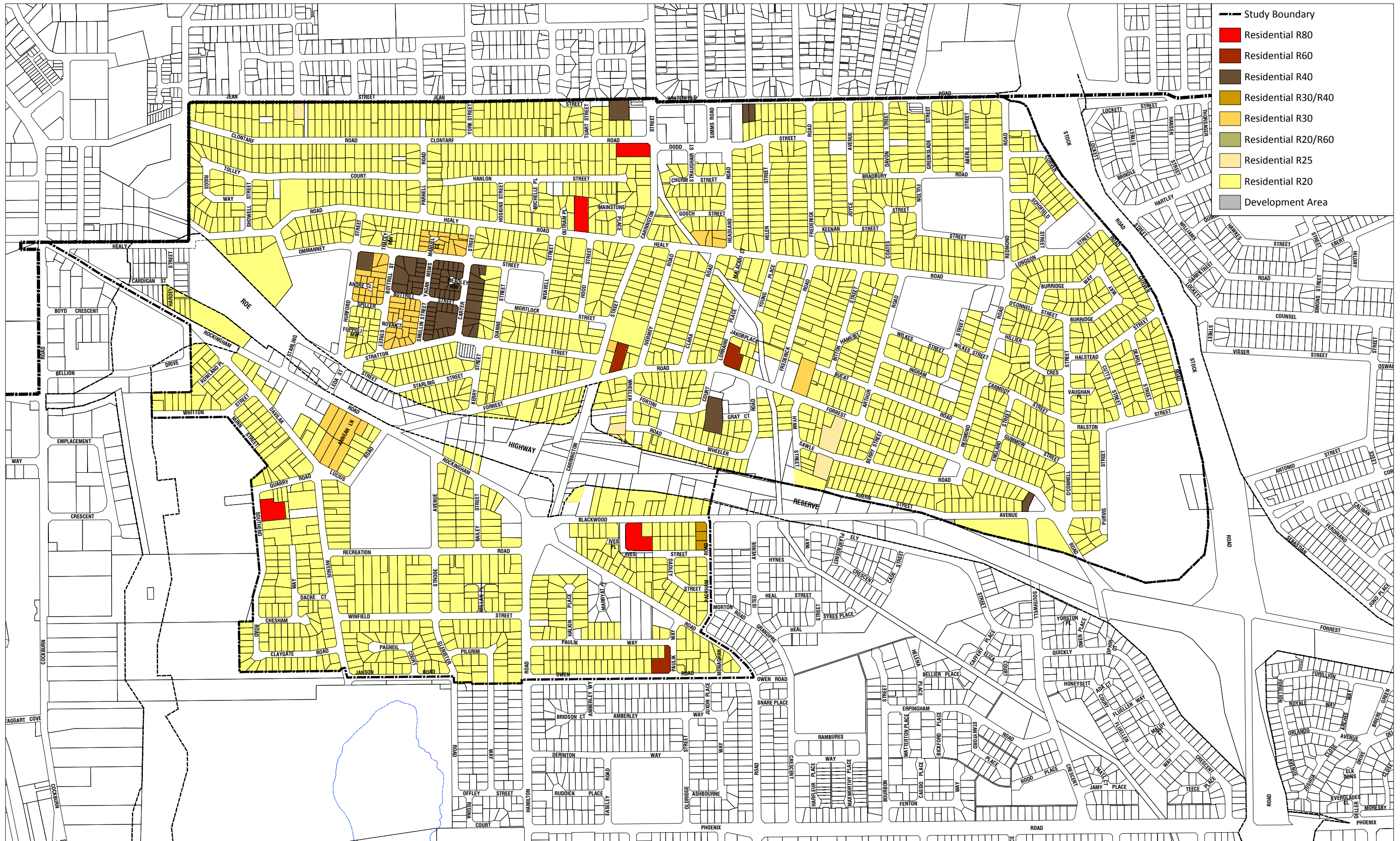
HAMILTON HILL REVITALISATION STUDY

City of
Cockburn



figure 3

wetlands to waves






EXISTING RESIDENTIAL DENSITY HAMILTON HILL REVITALISATION STUDY

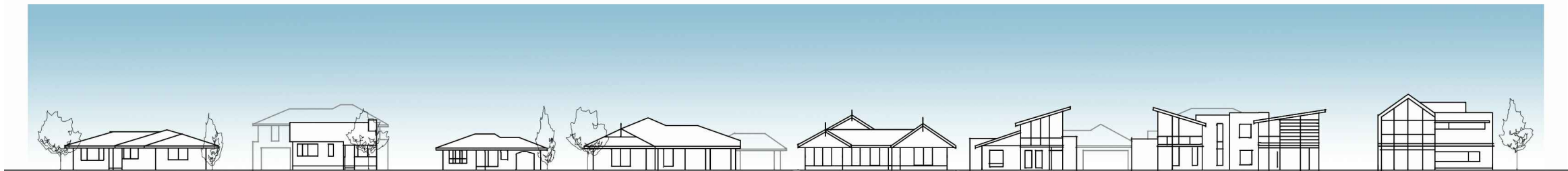
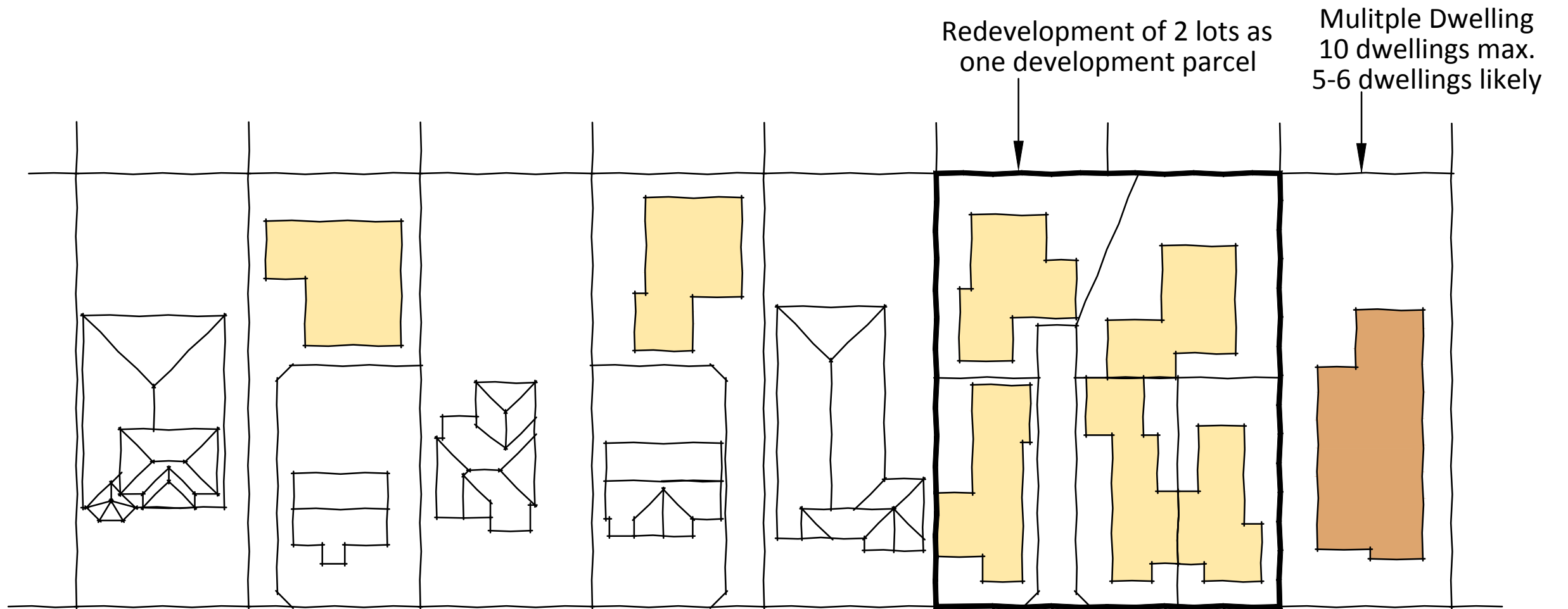
City of
Cockburn



figure 4




wetlands to waves

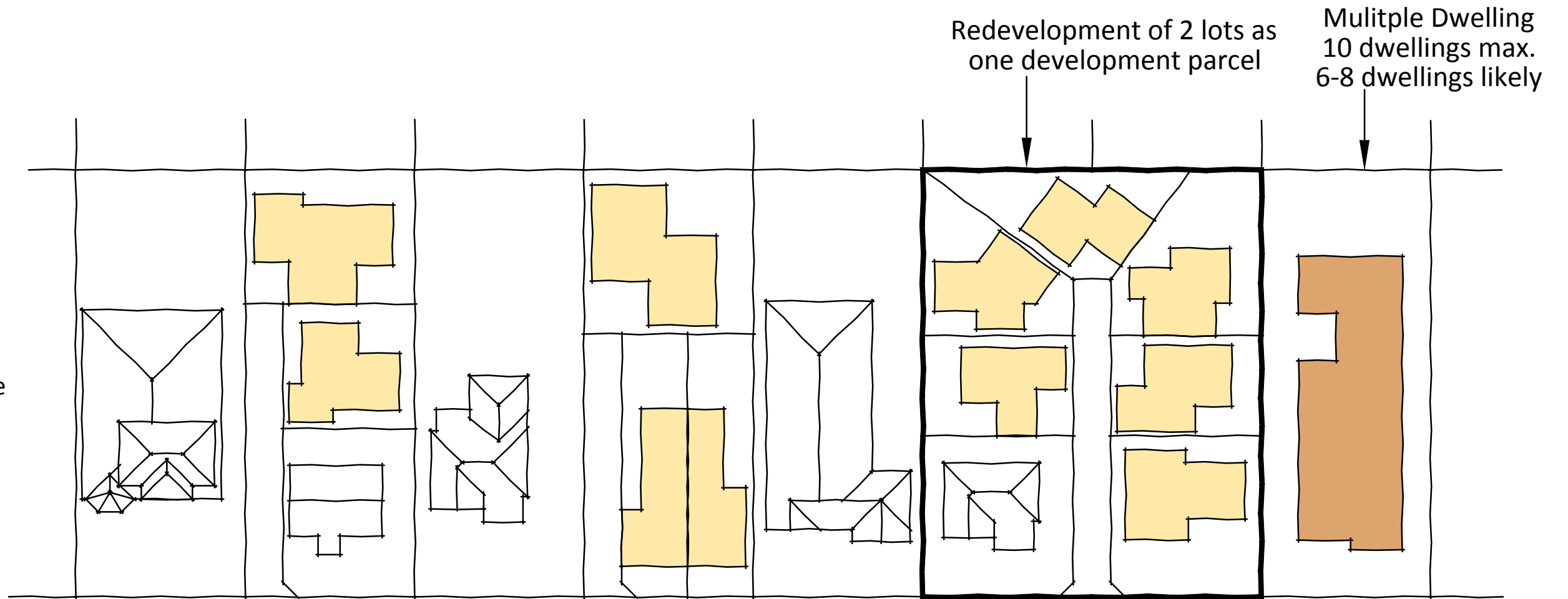
-  Existing Dwelling
-  New Single Dwelling
-  New Multiple Dwelling



HYPOTHETICAL DEVELOPMENT ILLUSTRATION AT R30 HAMILTON HILL REVITALISATION STUDY




figure 5

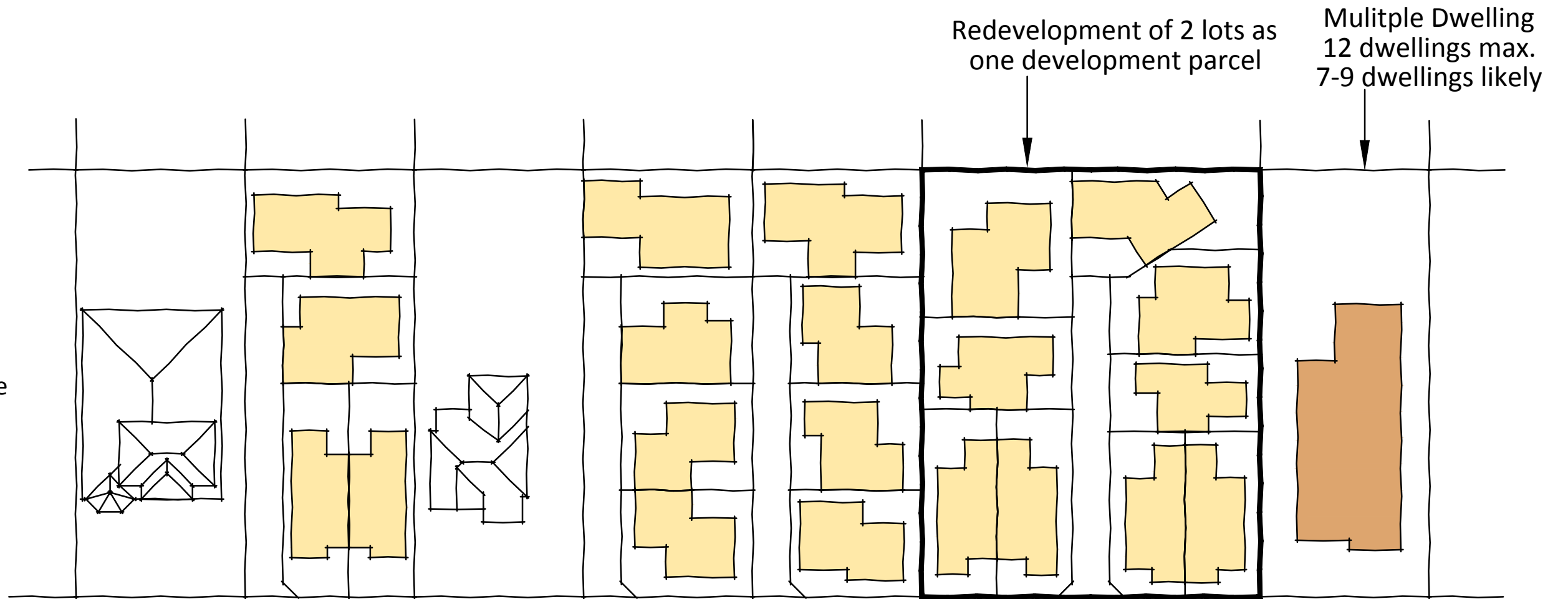
-  Existing Dwelling
-  New Single Dwelling
-  New Multiple Dwelling



HYPOTHETICAL DEVELOPMENT ILLUSTRATION AT R40 HAMILTON HILL REVITALISATION STUDY

figure 6

-  Existing Dwelling
-  New Single Dwelling
-  New Multiple Dwelling



HYPOTHETICAL DEVELOPMENT ILLUSTRATION AT R60 HAMILTON HILL REVITALISATION STUDY

figure 7

REVITALISATION PLAN

2.1.2 R30 BASE CODE

The lowest proposed density under the Residential Density and Zoning Plan is R30. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single or grouped dwellings and 4-6 multiple dwellings. Lots above 900m² could be redeveloped into three single or grouped dwellings or 6-8 multiple dwellings. Refer to **Figure 5** for estimated lot yields for under the R30 zoning.

See **Figure 6** for a hypothetical illustration of new residential development at R30 on a standard Hamilton Hill street.

2.1.3 R30/40 ADJACENT TO POS

Land adjacent to areas of POS has been identified with a split density coding of R30/40. This is consistent with the approach taken in the Phoenix Revitalisation Strategy. Development will only be approved to the higher density where development is consistent with the provisions and objectives of Local Planning Policy No. APD58. APD58 provisions include:

- At least one of the dwellings adjacent to the POS is two storey or incorporates a habitable mezzanine/loft in order to create variety in design, height and rooflines and provide opportunity for surveillance of the POS;
- Provision of an outdoor living area within the front setback of an existing or proposed front dwelling; and
- Development on lots larger than 1500m² shall also demonstrate a suitable level of

variety in design, height and rooflines in a manner that promotes surveillance of the POS.

See **Figure 7** for a hypothetical illustration of new residential development at R40 on a standard Hamilton Hill street.

2.1.4 R40 IN PROXIMITY TO FORREST ROAD CENTRE, ROCKINGHAM ROAD AND CARRINGTON STREET

Land in proximity to the Forrest Road Centre and along Rockingham Road and Carrington Street is proposed to be rezoned to a density of R40. This would allow most single residential lots (lots which are between 660m² less than 880m²) to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. Refer to **Figure 5** for estimated lot yields for larger lots sizes under the R40 zoning.

See **Figure 7** for a hypothetical illustration of new residential development at R40 on a standard Hamilton Hill street.

2.1.5 R60 IN PROXIMITY TO WINTERFOLD ROAD AND ROCKINGHAM ROAD CENTRES

Land in proximity to the Winterfold Road and Rockingham Road Centres are proposed to be rezoned to a density of R60. This would allow most single residential lots (lots which are between 540m² and 720m²) to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 5-7 multiple dwellings. Refer to **Figure 5** for estimated lot yields for larger lots sizes under the R60 zoning.

REVITALISATION PLAN

See **Figure 8** for a hypothetical illustration of new residential development at R60 on a standard Hamilton Hill street.

2.1.6 R30/40/60 OVER LARGE UNDERDEVELOPED LOTS

Areas with large lots which are currently underdeveloped have been identified with a split coding of R30/40/60. This is a new split density coding which has not been applied in the City of Cockburn previously. The purpose of this split density is to encourage improved redevelopment outcomes through encouraging the assembly of land parcels into larger sites that can be developed in a more coordinated manner. This coding would allow a gradient of density

options from R30 to R60 with additional development criteria as the density increases.

It is proposed that development at the higher code of R40 and R60 only be approved where development is consistent with the criteria set out in **Table 1**.

Refer to **Figure 5** for estimated lot yields for these larger lots sizes under the higher density of R60.

R40 Development Criteria	R60 Development Criteria
Dwellings fronting a public streets are two storey.	Development assembles more than one existing lot or the development site is over 2,500m ² in area.
Dwellings front a public street must address the primary street by way of design, fenestration, entry and must contain major opening(s) to a living area and/or master bedroom.	The majority of dwellings (50%) are two storeys or more.
Development achieves a minimum average site area per dwelling of 240m ² .	Dwellings front a public street must address the primary street by way of design, fenestration, entry and must contain major opening(s) to a living area and/or master bedroom.
Development shall demonstrate a suitable level of variety in design, height and rooflines in a manner that promotes surveillance of the Street and private access way.	Development achieves a minimum average site area per dwelling of 190m ² .
Development adjacent to POS must comply with the requirements set out in Section 11.	Development shall demonstrate a suitable level of variety in design, height and rooflines in a manner that promotes surveillance of the Street and private access way.
	Development adjacent to POS must comply with the requirements set out in Section 11.

REVITALISATION PLAN

2.1.7 DEVELOPMENT AREAS

Development Areas have been identified over land that offers an opportunity to create coordinated redevelopment areas. This land includes:

- very large undeveloped residential lots adjacent to the Roe Highway Reserve (refer to **Figure 9 & 10**); and
- Rockingham Road Neighbourhood Centre (refer to **Figure 11**).

Development Areas under Town Planning Scheme No.3 ("TPS3") require a structure plan to be prepared prior to subdivision or development approval. Structure planning will designate land uses, densities, POS (where appropriate/required), extensions to the public road network and lots requiring detailed area planning.

It is the City's preference that the development of the very large undeveloped residential lots adjacent to the Roe Highway Reserve outlined in **Figure 9 & 10**, should not proceed before resolution of the future of the Roe Highway Reserve. The City is not supportive of the Roe Highway extension west of Kwinana Freeway, and accordingly if this reservation is ultimately removed through Hamilton Hill and made available for development, there could be a variety of urban infill / open space scenarios to result. But this is a matter for further determination especially at the State Government level, and accordingly this Revitalisation Strategy is designed to be able to take place in a manner which is not reliant on any decision being made about the future of the Roe Highway reservation.

Figure 9 Proposed Rockingham Road Development Area



Figure 10 Proposed Blackwood Avenue Development Area



REVITALISATION PLAN

Rockingham Road Neighbourhood Centre is identified as a Development Area in order to allow for the future redevelopment of the centre in a comprehensive manner, which will meet the Hamilton Hill community's aspirations for the Centre and the future development intentions of the major landowner in the Centre.

The structure plan process will allow the City to consider the community's needs and aspirations for the Centre and the future structure plan would be required to consider the outcomes of community consultation undertaken in 2011 as part of preparing the Strategy.

It is intended that this Development Area zoning will facilitate the development of the Centre as a mixed use development with a mix of medium to high densities which respond sensitively to the surrounding residential areas. The Development Area provisions for the Centre (to be

included in Schedule 11 of TPS3) should require:

- Retention of local shopping facilities;
- Improved public realm;
- Creation of new community gathering areas;
- A sensitively built form response to the surrounding residential areas; and
- Improved relationship between the Centre, Rockingham Road and surrounding residential areas (north and south of Rockingham Road).

The Development Area provisions should also allow for minor modifications and expansions to the Centre prior to the preparation of a structure plan. This provides the Centre the ability to respond to Centre user and tenants needs in the period between the implementation of the Development Area zone and the point at which broad scale redevelopment of the Centre can be undertaken.

Figure 11 Proposed Rockingham Road Neighbourhood Centre Development Area



REVITALISATION PLAN

2.1.8 LOCAL CENTRE ZONING OVER GREENSLADES

The historically important Greenslades Shop site is identified as Local Centre zone in order to allow for a variety of commercial uses to be undertaken. The site currently accommodates a pet supplies store, but is zoned Residential under TPS3. The landowners of this site have expressed a desire to use the Greenslades site as a cafe. A cafe would provide a valuable gathering point for the Hamilton Hill community. The site's location adjacent to Davilak Park makes it an ideal location for a cafe.

The Local Centre zone reflects the history of the site as the building accommodated one of the first shops in the suburb. John Greenslade established the business in 1926 after constructing the building out of limestone rock blasted from the site. John Greenslade became a well known personality who contributed to many community organisations.

The rezoning would not increase the impact on the surrounding residential land uses, as the uses allowed under the Local Centre zone create no more impact than the current use. Potential issues relating to commercial uses adjacent to residential uses such as noise, spill over parking and increased traffic can be considered and mitigated against as part of the development approval process under the Local Centre Zone.

2.1.9 DWELLING & POPULATION PROJECTIONS

Infill occurs gradually and it is very unlikely that all land owners will wish to redevelop their land. There are also many factors which determine the development potential of

land other than its density coding, including market demand, existing dwellings which owners wish to retain, the lots shape and street frontage or the sites topography. Therefore, it is not possible to determine the resulting dwelling and population increases associated with the proposed Residential Density Plan.

However, using some baseline assumptions, a dwelling and population projection is provided. An analysis of the uptake of subdivision potential in the Phoenix Revitalisation Strategy over an 18 month period post the introduction of the increased residential densities showed an uptake rate of 18.5%. This figure comes from a relatively small time period. It also assumes that all subdivision approvals proceed through to the creation of new titles. Based on this assumed uptake rate, it is forecast that by 2032 the result of the Residential Density and Zoning Plan would be the creation of approximately 800 additional dwellings. Using the City's forecast average household size for Hamilton Hill for 2021 of 2.13 persons per dwelling the resulting population increase would be 1,704. Expressed as a percentage of the current dwelling numbers and population in the Study Area this is an increase of approximately 32% and 20% respectively.

2.2 LAND CONSOLIDATION DENSITY BONUS

In order to support urban consolidation and coordinated urban infill within Hamilton Hill and throughout the City it is proposed that TPS3 be amended to allow Council to grant approval to a maximum density of R40 within any R30 coded area where the proposed development site is greater than 1,500m² subject to the application being

REVITALISATION PLAN

consistent with the provisions and objectives of APD58 - Residential Design Guidelines. This would be facilitated through an amendment to TPS3. The change aims to encourage improved urban form outcomes through encouraging the assembly of land parcels into larger sites that can be developed in a more coordinated manner.

2.3 PROPOSED CHANGES TO APD58 – RESIDENTIAL DESIGN GUIDELINES

APD58 – Residential Design Guidelines is a local planning policy which was adopted in April 2010 as a result of the Phoenix Revitalisation Strategy. APD58 was developed, in part, to guide development at the higher code of the R30/40 split codes implemented by the Strategy. APD58 applies throughout the City and applies generally to medium density development and subdivision. APD58 also includes controls relating to:

- Retention of Existing Dwellings,
- Garages and Minimum Lot Frontages,
- Vehicle Access & Parking,
- Corner Lots,
- Sustainable Building Design for New Dwellings,
- Outdoor Living Areas,
- Landscaping, and
- Fencing.

APD58 is included in **Appendix 1**.

The proposed changes to APD58 include the introductions of additional controls for:

- Development and subdivision within the proposed R30/40/60 split coding,
- Building height and design;
- Private access way design; and
- Waste collection for grouped and multiple dwellings.

These changes are discussed in detail in the following sections.

2.3.1 R30/40/60 CONTROLS

The Residential Density and Zoning Plan identifies areas of large lots that are currently underdeveloped with a split coding of R30/40/60. This is a new split density coding which has not been applied in the City of Cockburn previously. The purpose of this split density is to encourage improved redevelopment outcomes through encouraging the assembly of land parcels into larger sites that can be developed in a more coordinated manner. This coding would allow a gradient of density options from R30 to R60 with additional development criteria as the density increases

It is proposed that development at the higher code of R40 and R60 only be approved where development is consistent with the criteria set out in **Table 1**.

2.3.2 BUILDING HEIGHT AND DESIGN

The building heights of residential dwellings are controlled by the R-Codes. However, the R-Codes allow for the variation of these building height controls via local planning policies.

REVITALISATION PLAN

It is also proposed that APD58 be amended to modify the building height controls for residential dwellings to allow for dwellings (single residential and grouped dwellings) on smaller lots, less than 220m², to be developed to a maximum height of three (3) storeys rather than two (2) storeys. These smaller lots can only be created in areas coded R40 and above. It is also proposed that multiple dwellings on land coded R40 be allowed to be developed to a maximum height of three (3) storeys rather than two (2) storeys.

Therefore, under the Residential Density and Zoning Plan which proposed R40 and R60 codings around Winterfold, Rockingham Road and Forrest Road Centres and public transport routes, three (3) storey residential developments would be allowed in these areas.

Where dwellings are constructed to the maximum building height of three (3) storeys within land zoned R40 and R60, no variation to the open space requirements under the R-Codes will be supported. Therefore, protecting lots from being too 'built out'.

These variation to the R-Codes building height controls will facilitate the development of:

- Larger dwellings on small lots which can accommodate families or shared households;
- Encourage development with more open space as more floorspace becomes available on upper storeys;
- Well framed 'urban feel' streetscapes; and
- Improved passive surveillance opportunities of well trafficked pedestrian routes.

	Category C
Top of external wall (roof above)	9 m
Top of external wall (concealed roof)	10 m
Top of pitched roof	12 m

Table 2 outlines the proposed acceptable development standard under the R-Codes for dwellings on lots less than 220m². **Table 3** outlines the proposed acceptable development standard for multiple dwellings on land zoned R40.

R-Code	Maximum height			Maximum height of built to boundary walls	
	Top of external wall	Top of external wall (concealed roof)	Top of pitched roof	Maximum height	Average
R40	9	10	12	3.5	3

REVITALISATION PLAN

2.3.3 WASTE MANAGEMENT

It is proposed that APD58 be amended to include new development control relating to waste management and collection. The new controls would require that grouped and multiple dwelling developments with eight or more dwellings require the preparation of a Waste Management Strategy to the satisfaction of the City. Waste Management Strategies are to be consistent with the following criteria:

- Minimise the number of bins to be presented on the street verge for rubbish collection;
- Bin pads to be created on verge for the placement of bins before rubbish collection;
- Minimise bin carting distance. In general bin carting distance between house and bin storage area should not exceed 40m;
- Bin storage areas, whether located adjacent to individual dwellings or in centralized storage areas must be appropriately screened from the public street and private access ways.

2.3.4 PRIVATE ACCESS WAYS

Private access ways are the driveways accessing multiple single, grouped or multiple dwellings which are privately owned and shared by all residents within the development. The R-Codes provides very basic controls for the design of private access ways and the City has observed development which complies with the R-Code requirements that do not meet its expectations and aspirations for the City. Private access ways are required to be not narrower than 3 m when serving four dwellings and not narrower than 4m when servicing five or more. The R-Codes also requires a 0.5m gap between the access

way and an adjacent side lot boundary. The City has observed the following poor development outcomes which are being created under the existing R-Code requirements for private access ways:

- Poorly landscaped and maintained spaces;
- Harsh environments in summer with limited shade and heat build up from pavement;
- Inconvenient visitor parking resulting in people parking over footpaths;
- Extensive systems of private access ways with one connection to the public road network which reduces the safe and convenient vehicle movement through the site.

Section 8 provides a detailed discussion of these design failures. To ensure improved outcomes in the design and construction of private access ways the City proposes the following requirements be incorporated into APD58 for residential areas coded R30 and above.

- Areas of the private access way which are not used for the carriage way, footpath or parking must be landscaped;
- Private access ways should be paved and designed in manner that slows traffic and indicate a sense of ownership of private access ways. Design elements which should be incorporated where appropriate into private access ways include:
 - Pavement detailing;
 - Chicanes and pinch points;
 - Insertion of tree wells and garden beds into access way;

REVITALISATION PLAN

- Visitor parking should be conveniently located to all dwellings and ideally wholly or partially located within the private access way not as separate parking areas.
- Private access ways do not incorporate gates or fences limiting pedestrian access to the access way.
- Private access ways comply with Table 4.

Number of Dwellings	Width Pavement	Access way Width	Footpath required	Footpath Width	Lighting	Shade Trees	Access way connects in two locations to the public road network	Design to be traversed by Rubbish Truck
1 to 4	3.5m (may be reduced to 3m to where necessary to retain an existing dwelling).	4.5m	No	N/A	No	Required	N/A	N/A
5 to 7	4m	5m	No	N/A	Yes	Required	N/A	N/A
8 to 14	4.5m	7m	Yes	1.2m	Yes	Required	Yes	Required for multiple dwellings
15 to 25	4.5m	7.5m	Yes	1.5m	Yes	Required	Yes	Required
30 to 45	5m	8m	Yes	1.5m	Yes	Required	Yes	Required
45 plus	5 m	9m	Yes	1.8m	Yes	Required	Yes	Required

REVITALISATION PLAN

2.4 POS IMPROVEMENT STRATEGY

The Hamilton Hill Revitalisation Study Area was found to require improvements to the public open space (POS) provision in Hamilton Hill. Section 7.4 outlines in detail the outcomes of an investigation of POS provision in Hamilton Hill. The key finding of the POS analysis were;

- POS provision calculations show that Hamilton Hill currently has only 6.08%, which is below an ideal target of 10%. Note that this figure does not include the nearby Manning Park and Beeliar Regional Park, both of which provided extensive recreation opportunities within the surrounding suburbs of Spearwood and Hamilton Hill. Including these areas in POS would exceed the 10% target.
- Hamilton Hill is well provided with active POS and has more sporting reserves and facilities than other suburbs in the City of Cockburn.
- However, the suburb appears to lack local and neighbourhood parks.
- In general the parks are of an average to good standard of quality in terms of the infrastructure they contain and their amenity. There were a few parks in which there was limited landscaping and park infrastructure such as seating, paths and play areas. The parks all appear to be well maintained.

The City recognises that an increase in the number of people living in Hamilton Hill must be accompanied by an increased investment in POS. It is not possible to acquire significant new areas of POS, but an upgrade in the existing POS through greater investment in park infrastructure and

landscaping will need to be delivered as part of the Strategy. The Strategy proposes that these improvements be funded by cash-in-lieu of POS payments for subdivision applications in the Hamilton Hill which propose more than two (2) lots.

Appendix 2 contains the proposed upgrades to POS in Hamilton Hill which will be funded by the contributions. The proposed improvements include the following upgrades.

- Landscaping design & construction works;
- BBQ;
- Playground and shade structures;
- Carparks;
- Lighting and floodlighting;
- Bench, seat & shade structure;
- Drinking Fountain;
- Footpaths;
- Fencing ;
- Clubhouse refurbishment ; and
- Park signage.

The City will not generally support the provision of POS for subdivisions in the Hamilton Hill Study Area less than 200m² in area. This is to ensure that any new POS is of a usable size to allow the general public to recreate.

These improvements will be undertaken as funds are collected from cash-in-lieu payments. The City will undertake improvements in accordance with **Appendix 2**.

These improvements go beyond the standard provision of POS in the City of Cockburn and reflect the importance of

REVITALISATION PLAN

recreation areas for people living in medium density suburban environments.

The City will need to prepare a POS Improvement Strategy for Hamilton Hill with detailed costing for upgrades and projected contributions over a 20 year period.

2.5 ACTIVITY CENTRES

Hamilton Hill has two Neighbourhood Centres, Winterfold Road and Rockingham Road Centres, and three local centres, Forrest Road, Stratton Street and Memorial Hall Centres. For metropolitan Perth standards the area is well serviced with retail centres. The area is also well provided for in terms of schools, medical facilities, places of worship, community halls and aged persons facilities (see **Figure 33** in Section 7.5.1 for a map of Hamilton Hill's centres and full range of community services).

Interestingly, most of these community facilities are located outside of the five centres which are mainly retail focused. This dispersal of community facilities means that there is no significant concentration of activity in the area and reduces the sense of a community heart in the suburb. The community consultation carried out in October 2011 confirmed this issue (see to Section 9.1 for a detailed outline of the community consultation outcomes). There was a desire for a readily identifiable "heart" for Hamilton Hill which formed a strong community hub where people could gather at cafés, in open spaces and use community facilities and services.

There are a number of physical challenges to the suburb's centres which limit or constrain their potential. There are also a number of untapped opportunities within the

physical bounds of these centres. Section 7.5 of the Background Report provides a more detailed discussion of the physical structure of Hamilton Hill's centres and the challenges they face and opportunities they hold. A summary of the key points is provided below.

2.5.1 WINTERFOLD ROAD NEIGHBOURHOOD CENTRE

2.5.1.1 DESIGN AND PLANNING CHALLENGES

The key design and planning challenges facing the Winterfold Road Centre are;

- Integrate more community facilities/services into the centre;
- Create a strong public space within the Centre;
- Connect the two distinct sections of the Centre, the Simms Road shops and the western side of the centre.
- Transform Simms Road into a more intimate public street environment by encouraging the future redevelopment of shops to be set closer to the street.
- Improve the pedestrian environment in the western section of the Centre and create a better connection between the individual.
- Ensure the significant gum trees on the southern side of the Centre are maintained and protected in to the future.

REVITALISATION PLAN

2.5.1.2 OPPORTUNITIES

The large width of the Simms Road Reserve (29m) which is in the management of the City provide a huge opportunity to introduce some land uses which add to the diversity of the centre and offer a community gathering point. Future development of part of this reserve would allow the City to create a more intimate street environment on Simms Road and create a high quality central public space in the Centre. A desk top investigation into the Simms Road Reserve has been undertaken and a preliminary concept has been prepared which proposes a cafe space linked to a child friendly urban garden on the south eastern side of Simms Road. Simms Road alignment is modified to chicanes around the new cafe and garden site. The proposal shows the possibility of repeating this concept on the north western side of Simms Road in the future if the first stage is successful and well received by the community and shop owners. The proposal does not remove parking from the centre. **Figure 12** shows an

artistic rendering of the concept looking north from the intersection of Dodd Street and Simms Road. **Figure 13** provides a plan of the concept. The cafe and garden would remain on land managed by the City.

Figure 12 Visualisation of Simms Road Cafe and Garden in Winterfold Road Centre





REVITALISATION PLAN

2.5.1.3 ROCKINGHAM ROAD NEIGHBOURHOOD CENTRE

2.5.1.4 DESIGN AND PLANNING CHALLENGES

The key design and planning challenges facing the Rockingham Road Centre are;

- A lack of a high quality public space;
- Lack of community facilities or services other than retail;
- Reducing the barrier affect and safety issues created by Rockingham Road though traffic calming measures; and
- Improve the pedestrian amenity along Rockingham Road.

2.5.2 OPPORTUNITIES

Rockingham Road Centre is in single ownership which offers advantage when the time comes to redevelop the Centre. The major land owner in the Centre supports the identification of the Centre as a future Development Area in the Residential Density and Zoning Plan. The Development Area zone will allow for the future redevelopment of the centre in a comprehensive manner, that will meet the Hamilton Hill community's aspirations for the Centre and the future development intentions of the major landowner in the Centre.

The structure plan process will allow the City to consider the community's needs and aspirations for the Centre and the future structure plan would be required to consider the outcomes of community consultation undertaken in 2011 as part of preparing the Strategy.

It is intended that this Development Area zoning will facilitate the development of the Centre as a mixed use development with a mix of medium to high densities which respond sensitively to the surrounding residential areas. The Development Area provisions for the Centre (to be included in Schedule 11 of TPS3) should require:

- Retention of local shopping facilities;
- Improved public realm;
- Creation of new community gathering areas;
- A sensitively built form response to the surrounding residential areas; and
- Improved relationship between the Centre, Rockingham Road and surrounding residential areas (north and south of Rockingham Road).

The Development Area provisions should also allow for minor modifications and expansions to the Centre prior to the preparation of a structure plan. This provides the Centre the ability to respond to Centre user and tenants needs in the period between the implementation of the Development Area zone and the point at which broad scale redevelopment of the Centre can be undertaken.

2.5.3 DELIVERING CENTRE IMPROVEMENTS

There appears to be a clear community vision for what type of centres the Hamilton Hill needs. The Strategy proposes various recommendations for how to move the suburb's centres towards this vision and resolve the unique physical constraints facing the areas two largest centres. These recommendations do not propose specific physical interventions to the centres, but rather outlines what future investigation and planning needs to be undertaken in order to produce a firm 'masterplan' for the centres which can be

REVITALISATION PLAN

implemented through the City's planning approvals process and investment by the City in the public realm (parks and streetscapes).

manner which will meet the Hamilton Hill community's aspirations for the Centre.

The recommendations for the Winterfold Road Centre include;

- Work with land owners within the Centre to prepare a masterplan for the Centre;
- Prepare a statutory planning document, such as a Detailed Area Plan for the Centre which ensures future development accords with the masterplan.
- Prepare an implementation strategy to deliver the required physical improvements in the public realm based on centre masterplan.
- Undertake a detailed feasibility study in to the possibility of developing a community cafe and garden within the Simms Road Reserve. The feasibility study should include an examination of alternative sites for the location of a cafe and garden and use a cost benefit analysis to compare sites. The feasibility study should examine detailed design issues such as traffic management and garden design in order to ensure any proposal created a safe and efficient urban form.

The recommendations for the Rockingham Road Centre include;

- Rezone Centre to Development Area and work with Centre's land owners to development a structure plan to guide future development in a

2.6 MOVEMENT NETWORK

An analysis of the existing movement network within the Study Area revealed that the major roads within the study area are currently operating within capacity and at an appropriate level considering their function within the road network. It also showed that the Study Area has one Perth Bicycle Network (PBN) route passing through it and a reasonable coverage of existing footpaths, shared use paths (SUP), on-road cycle lanes and local bicycle friendly streets.

Section 7.6 outlines in detail the movement network in the Study Area.

It is not expected that the future redevelopment facilitated by the Strategy will place a measureable increase in pressure on the movement network. As part of its consideration for more sustainable forms of urban development, the Strategy seeks to promote opportunities for the highest density development to occur surrounding neighbourhood and local centres and along the key public transport routes, both of which provide opportunities for reduced dependence on the private motor vehicle.

2.6.1 ROE HIGHWAY RESERVE

The Roe Highway Primary Regional Road Reserve under the Metropolitan Region Scheme (MRS) runs through the Hamilton Hill Revitalisation Study Area. The Reserve severs the neighbourhood and due to the uncertainty of the future of the Reserve the properties within and surrounding the Reserve are prone to blight and neglect.

Under the MRS responsibility for the planning for land in a Regional Reserve falls to the Western Australian Planning Commission (WAPC). The planning for the Reserve through this section of Hamilton Hill has not been finalised and is dependent on the State Government's final decision on whether to construct Roe Highway from the Kwinana Freeway through to Stock Road as proposed under the Roe 8 project.

The City is not supportive of the extension of the Roe Highway west of Kwinana Freeway through the Reserve. Accordingly, if this reservation is ultimately removed through Hamilton Hill and made available for development, there could be a variety of urban infill / open space scenarios to result. But this is a matter for further determination especially at the State Government level. The Strategy accordingly ensures that it has no reliance upon any decision being made about future roads associated with Roe Highway, and instead advocates for the removal of this as a regional road. This would create a unique opportunity for the suburb in terms of urban regeneration and new open space provision.

If a decision was made by the State Government to deliver a road however, it would be critical to try to manage the impact and severance this would have on a community like Hamilton Hill. This would be through design responses such as:

1. Making sure it is an urban standard road which provides several crossing points for local traffic so as not to sever the area in two.
2. Ensure protection of local heritage places including significant trees which exist within the current reserve.

REVITALISATION PLAN

3. Ensuring that development is able to respond and be presented to the road, rather than be orientated with their back on to the road. This will be critical in maintain its urban feel as part of the area.

Again this Revitalisation Strategy aims for the position of the Roe Highway road not being required, and accordingly the preceding commentary should not be taken as indicating any level of support for the road being delivered into the future.

2.6.2 SHARED USE PATH THROUGH BP PIPELINE RESERVE

To complement the Study Area's existing path network there are a number of bicycle paths and footpaths planned for the Study Area, which are identified in the City's 2010 Bicycle Network and Footpath Plan (See Section 7.6.3). One of these new paths is a new Shared Use Path (SUP) to be constructed through the BP oil pipeline reserve between Forrest Road and Carrington Street. This would

link up with the existing SUP which has been constructed within the reserve between Blackwood Avenue and Phoenix Road. The existing SUP through the reservation was constructed as part of the implementation of various upgrades outlined the Phoenix Rise New Living Masterplan. This Masterplan then formed the basis for an agreement between the City and BP to allow the City to make improvements within BP's land. It is proposed that a Masterplan be prepared for the pipeline reserve between Forrest Road and Carrington Street in order to facilitate the future extension of the SUP.

3 PROPOSAL IMPLEMENTATION

The Revitalisation Strategy will be implemented in accordance with **Table 5**. Each action is assigned a priority and a timeframe. The City Department and the external stakeholders relevant to each action are also specified. Upon adoption of the final Hamilton Hill Revitalisation Strategy the City will commence these tasks.

REVITALISATION PLAN

Table 5 Actions for Implement Hamilton Hill Revitalisation Strategy				
Actions	Stakeholders	Priority	Timeframe	Relevant Area of Strategic Plan
Amend TPS3 in accordance with the Residential Density and Zoning Plan.	Lead Department: Planning Services Department	High	6 months - 1 year	Governance Excellence Demographic Planning
Amend TPS3 to introduce a land consolidation density bonus in accordance with recommendation set out in section 2.2	Lead Department: Planning Services Department	High	6 months - 1 year	Governance Excellence Demographic Planning
Amend APD 58 in accordance with the recommendations set out in Section 2.3	Lead Department: Planning Services Department	High	6 months - 1 year	Demographic Planning Infrastructure Development
Prepare POS Improvement Strategy	Lead Department: Park and Environment Department Support Department: Planning Services Department, Development Services Department and Finance Department External: Land owners	High	6 months - 1 year	Lifestyle and Aspiration Achievement
Traffic Modelling	Lead Department: Engineering Services Department Support Department: Planning Services Department	High	6 months - 1 year	Transport Optimisation
Simms Road Cafe and Garden Feasibility Study	Lead Department: Planning Services Department Support Department: Development Services Department and Finance Department External: Centre land owners	High	6 months - 1 year	Lifestyle and Aspiration Achievement
Work with land owners to prepare a Masterplans for Rockingham Road and Winterfold Road Centres	Lead Department: Planning Services Department External: Land owners	Medium	1-3 years	Governance Excellence Demographic Planning
Prepare additional statutory planning controls for Rockingham Road and Winterfold Road Centres	Lead Department: Planning Services Department External: Land owners	Medium	1-3 years	Employment and Economic Development
Prepare Public Realm Improvement Strategy for Rockingham Road and Winterfold Road Centres	Lead Department: Engineering Services Department Services Support Department: Planning Services Department	Medium	1-3 years	Lifestyle and Aspiration Achievement
Prepare Street Tree Strategy	Lead Department: Park and Environment Department Support Department: Planning Services Department, Development Services Department	Medium	1-3 years	Lifestyle and Aspiration Achievement
Prepare Master Plan for BP Pipeline Reserve	Lead Department: Park and Environment Department Support Department: Engineering Services Department External: BP	Medium	1-3 years	Lifestyle and Aspiration Achievement
Drainage Strategy	Lead Department: Engineering Services Department Services Support Department: Planning Services Department	Medium	1-3 years	Infrastructure Development

REVITALISATION PLAN

BACKGROUND REPORT

4 INTRODUCTION TO BACKGROUND REPORT

The Background Report provides the justification for the Revitalisation Plan. The Background Report outlines:

- Planning context;
- Regional and district;
- Local context; including
 - history,
 - population demographics,
 - housing stock,
 - public realm (including streetscapes and public open space)
 - activity centres and
 - movement network
- Strategic redevelopment opportunities and constraints;
- Lessons from previous urban infill and medium density development;
- Stakeholder consultation outcomes; and
- Key findings

The final section of the Background Report, key findings, synthesizes the key points which form the basis of the proposed Revitalisation Plan.

5 PLANNING CONTEXT

The Revitalisation Plan reflects the comprehensive State Government planning framework embodied in various strategies and policies. The City's local strategic planning is also embedded in the Plan. This section of the Background Report outlines the State and local planning context in which the Revitalisation Plan was prepared.

5.1 STATE PLANNING STRATEGY

The State Planning Strategy (SPS), first published in 1997, provides the basis for long-term State and regional land use planning within Western Australia. It sets out the key principles, strategies and actions relating to the environment, community, economy, infrastructure and regional development, which should guide all future planning decisions.

The following strategies and actions from the SPS for the Perth metropolitan area directly relate to the formulation of the Hamilton Hill Revitalisation Strategy and set the agenda for urban infill and urban regeneration projects throughout Perth:

BACKGROUND REPORT

Table 6 State Planning Strategy Relevant Actions

Strategy	Actions
Provide a sense of community.	<ul style="list-style-type: none"> • Ensure that land close to facilities is intensively utilised. (WAPC, LG) • Support the identification and establishment of urban villages in redevelopment areas of the Perth Region and in new areas such as Byford and Mundijong. (WAPC) • Prepare and review plans for regeneration and repair of inner and middle areas which focus on urban renewal. (WAPC)
Limit travel demand in urban areas.	<ul style="list-style-type: none"> • Promote mixed-use development in neighbourhood and district centres. (WAPC) • Promote good pedestrian and cycling facilities in urban areas. (WAPC, Transport, LG) • Ensure that both residential and commercial activity is concentrated near public transport (WAPC, LG)

5.2 DIRECTIONS 2031 AND BEYOND: METROPOLITAN PLANNING BEYOND THE HORIZON

Directions 2031 is the latest spatial planning framework for Perth and Peel and outlines the planning vision and direction which will guide the planning of the City to 2031 and beyond.

The Strategy recognises the benefits of a more consolidated city, which include;

- A reduced overall need for travel;
- Supports the use of public transport, cycling and walking for access to services, facilities and employment; and
- A more energy efficient urban form.

Directions 2031 adopts a 'connected city' model as the preferred medium-density future growth scenario for the metropolitan Perth and Peel region. To achieve the medium-density model, *Directions 2031* sets an urban infill

target of 47%, meaning that 154,000 of the 328,000 dwellings required by 2031 will be delivered through urban infill.

Some of the characteristics of the 'connected city' model are;

- promoting a better balance between greenfield and infill development;
- reducing energy dependency and greenhouse gas emissions;
- developing and revitalising activity centres as attractive places in which to invest, live and work;
- ensuring that economic development and accessibility to employment inform urban expansion;
- planning for an adequate supply of housing and land in response to population growth and changing community needs;
- facilitating increased housing diversity, adaptability, affordability and choice;

BACKGROUND REPORT

- planning and developing key public transport corridors, urban corridors and transit oriented developments to accommodate increased housing needs and encourage reduced vehicle use;
- maximising essential service infrastructure efficiency and equity, and identifying and prioritising the coordination of projects to support future growth.

The 'connected city' model relies upon projects like the Hamilton Hill Revitalisation Strategy to deliver its objectives for the Perth metropolitan area.

5.3 OUTER METROPOLITAN PERTH AND PEEL SUB-REGIONAL STRATEGY

The *Outer Metropolitan Perth and Peel Sub-Regional Strategy* forms an integral part of *Directions 2031*. The Strategy along with its counterpart for Central Metropolitan Perth provides the strategic spatial plan which will achieve the objectives of *Direction 2031*. The Strategy identifies Hamilton Hill as having an estimated urban infill dwelling yield of 1,300. This estimated dwelling yield is based on very preliminary estimates made by the City and should not determine or limit the outcomes of the Hamilton Hill Revitalisation Strategy.

5.4 STATE PLANNING POLICY NO. 3 – URBAN GROWTH AND SETTLEMENT

This Policy sets out the principles and considerations which apply to planning for sustainable urban growth and settlement patterns in Western Australia. The Policy is based on the premise that the spread of urban development intensifies pressures on valuable land and water resources, imposes costs in the provision of infrastructure and services, increases dependence on private cars and creates potential inequities for those living in the outer suburbs where job opportunities and services are not so readily available.

The objectives of the policy, demonstrate the need for projects like the Hamilton Hill Revitalisation Strategy. The objectives of the Strategy include;

- Building on existing communities with established local and regional economies,
- concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.
- Promotion of the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes,
- provides choice and affordability of housing and creates an identifiable sense of place for each community.

BACKGROUND REPORT

5.5 STATE PLANNING POLICY NO.3.1 - RESIDENTIAL DESIGN CODES OF WESTERN AUSTRALIA

The Residential Design Codes of Western Australia (“the R-Codes”) provides the basis for the control, through local government, of residential development throughout Western Australia. The intention of the R-Codes is to cover all requirements for development control purposes and to minimise the need for local government to introduce separate planning policies concerning residential development. The R-Codes do not address the physical construction requirements or internal arrangements of buildings - these are matters are dealt with by the Building Codes of Australia.

The R-Codes provides minimum and average lot areas for each R code. Local planning schemes then apply an R coding (i.e. R20, R30, R40 etc) to residential zoned land which is used to control the subdivision of land. **Table 7** is an excerpt from Table 1 of the R-Codes and sets out the minimum and average site area for R20-R60 for single and grouped dwellings and multiple dwellings codes.

Figure 14 provides an interpretation of the minimum and average site area outlined in Table 1 to demonstrate the approximate development potential of a range of lots sizes under a range of R-Codes for single and grouped dwellings.

The R-Codes also provides a density bonus for aged or dependant persons’ accommodation and single bedroom dwellings. The minimum site area can be reduced by up to one third i.e. a density bonus of 33%.

Table 7 Excerpt from Table 1 of the R Codes

R-Code	Dwelling type	Minimum site area per dwelling (m)
Low Density Codes		
R20	Single house or grouped dwelling	Min 440 Av 500
	Multiple Dwelling	500
R25	Single house or grouped dwelling	Min 320 Av 350
	Multiple Dwelling	400
Medium Density Codes		
R30	Single house or grouped dwelling	Min 270 Av 300
R35	Single house or grouped dwelling	Min 235 Av 260
R40	Single house or grouped dwelling	Min 200 Av 220
R50	Single house or grouped dwelling	Min 160 Av 180
R60	Single house or grouped dwelling	Min 160 Av 180

BACKGROUND REPORT

Figure 14 Explanatory Interpretation of R-Codes

An R Code of R20 means that an average of 450 m² is required per dwelling.

R20

Existing Lot Size		450-899 m ²	900-1,349 m ²	1,350-1,799 m ²	1,800-2,249 m ²	2,250 m ² plus
Potential No. of dwellings ¹	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings ²	1	2	3	4	5 or more

An R Code of R25 means that an average of 350 m² is required per dwelling.

R25

Existing Lot Size		350-699 m ²	700-1,049 m ²	1,050-1,399 m ²	1,400-1,749 m ²	1,750 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings ²	1	2	3	4	5 or more

Notes:

- The ultimate lot yield will be affected by other factors. Some of these are listed below
 - whether an existing house is retained or not,
 - whether the proposed development is for a "battle-axe" subdivision,
 - approval by the WAPC to vary the minimum site area requirements under clause 3.13 of the R-Codes (variations up to 5% of site area may be approved by the WAPC).
- Potential No. of Multiple Dwellings have been calculated using an assumed average dwelling area of 65m². However, dwellings can be as small 40m².

An R Code of R30 means that an average of 300 m² is required per dwelling.

R30

Existing Lot Size		300-599 m ²	600-899 m ²	900-1,199 m ²	1200-1499 m ²	1,500 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings ²	2-4	4-6	6-9	9-11	11 or more

An R Code of R40 means that an average of 220 m² is required per dwelling.

R40

Existing Lot Size		220-439 m ²	440-659 m ²	660-879 m ²	880-1099 m ²	1,100 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings ²	2-4	4-6	4-8	8-10	10 or more

An R Code of R60 means that an average of 180 m² is required per dwelling.

R60

Existing Lot Size		180-359 m ²	360-539 m ²	540-719 m ²	720-899 m ²	900 -1,299 m ²	1,300- 1,999 m ²	2,000- 2,999 m ²	3,000 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5-7	7-11	11-16	16 or more
	Multiple Dwellings ²	1-3	3-5	5-7	7-9	9-14	14-21	21-32	32 or more

BACKGROUND REPORT

Multiple dwellings on land coded R30 and above are controlled in a different manner. Multiple dwellings are control via a plot ratio, maximum building height and minimum open space. Plot ratio is the ratio of the gross total of all floors of buildings on a site to the area of land in the site boundaries. **Table 8** is an excerpt from Table 4 of the R-Codes which summaries the key control relating to multiple dwellings on land coded R30 and above.

Table 8 Excerpt from Table 4 of the R Codes

R-Code	Maximum plot ratio	Minimum open space (% of site)	Maximum height (m)		
			Top of external wall	Top of external wall (concealed roof)	Top of pitched roof
R30	.5	45	6	7	9
R40	.6	45	6	7	9
R50	.6	45	9	10	12
R60	.7	45	9	10	12

It is important to note that there are additional requirements under the R-Codes which must be considered when considering the development and subdivision of land. The above description of the R-Codes only covers requirements which relate to dwelling yield. Other requirements of the R-Codes include:

- Streetscape;
- Boundary setbacks;
- Open space;
- Access and parking;
- Site works;
- Building height;
- Privacy; and
- Design for climate.

BACKGROUND REPORT

5.6 CITY OF COCKBURN PLANNING STRATEGY

The City of Cockburn's Local Planning Strategy (LPS) sets out the long-term planning directions for the municipality and provides the rationale for the zones and other provisions of the TPS3. The LPS sets out the City's general aims and intentions for future long-term growth and change.

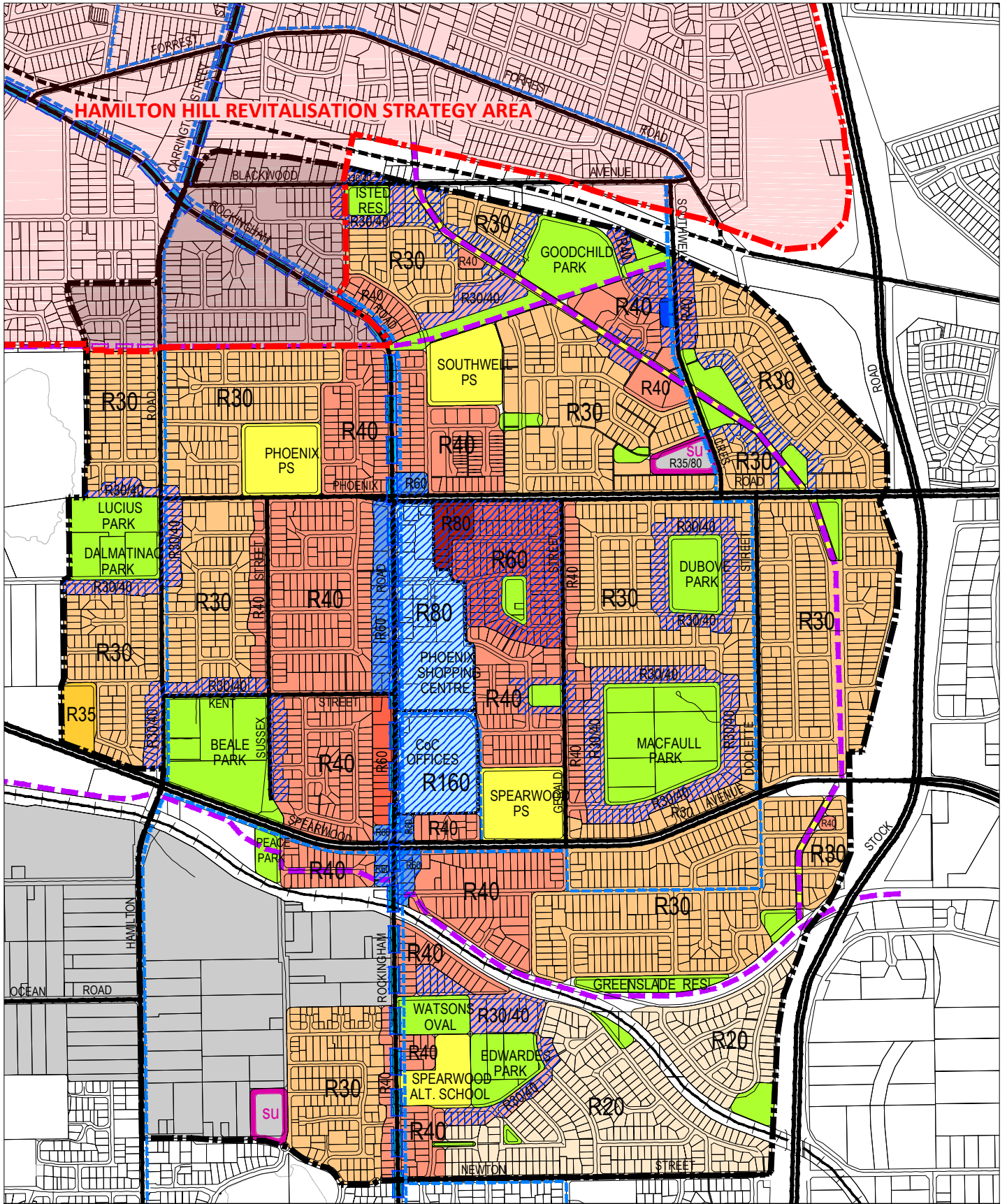
The following strategies from the LPS directly relate to the formulation of the Hamilton Hill Revitalisation Strategy:

5.7 PHOENIX REVITALISATION STRATEGY

The Phoenix Revitalisation Strategy was a precursor to the Hamilton Hill Revitalisation Strategy and was finalised in May 2009. The Phoenix Strategy lies immediately to the south of the Hamilton Hill Strategy area. It provided a comprehensive plan to guide future development within the established suburb of Spearwood and a portion of Hamilton Hill. The Strategy developed over 100 recommendations including amendments to TPS3, the development of a built form policy to guide medium residential development, improvement to the Phoenix centre, parks, road and drainage.

Table 9 LPS's Relevant Strategies

	Strategy
Transport	<ul style="list-style-type: none"> Maximise development near public transport routes.
	<ul style="list-style-type: none"> Minimise trip lengths in order to maximise local convenience and minimise the environmental impacts of private care users.
	<ul style="list-style-type: none"> Encourage cycling by defining and implementing cycle networks and promoting the provision of end-of-trip facilities.
Open Space	<ul style="list-style-type: none"> Maintain the amount of local open space per capita. Improve the quality, amenity and accessibility of local and region open space.
Heritage	<ul style="list-style-type: none"> Enhance local identity and character by preserving buildings and places with historic, architectural, scientific or scenic value.



HAMILTON HILL REVITALISATION STRATEGY AREA



0 300m
SCALE

- | | | | | |
|----------------------------|-------------------|--------------------|--------------------|----------------------------------|
| --- Study Boundary | Public Recreation | Residential R80 | Residential R30 | Subject to Other/Further Studies |
| High Frequency Bus Service | Public Purposes | Residential R60 | Residential R20 | Special Design Areas |
| Local Bus Service | District Centre | Residential R40 | Residential R30/40 | Special Use - Retirement Housing |
| Trail/Cycleway | Local Centre | Residential R30/40 | Residential R35 | R-Code (District Centre) |
| | Business - R60 | | | |

**PHOENIX REVITALISATION STRATEGY
HAMILTON HILL REVITALISATION STUDY**

figure 15



6 DISTRICT AND REGIONAL CONTEXT

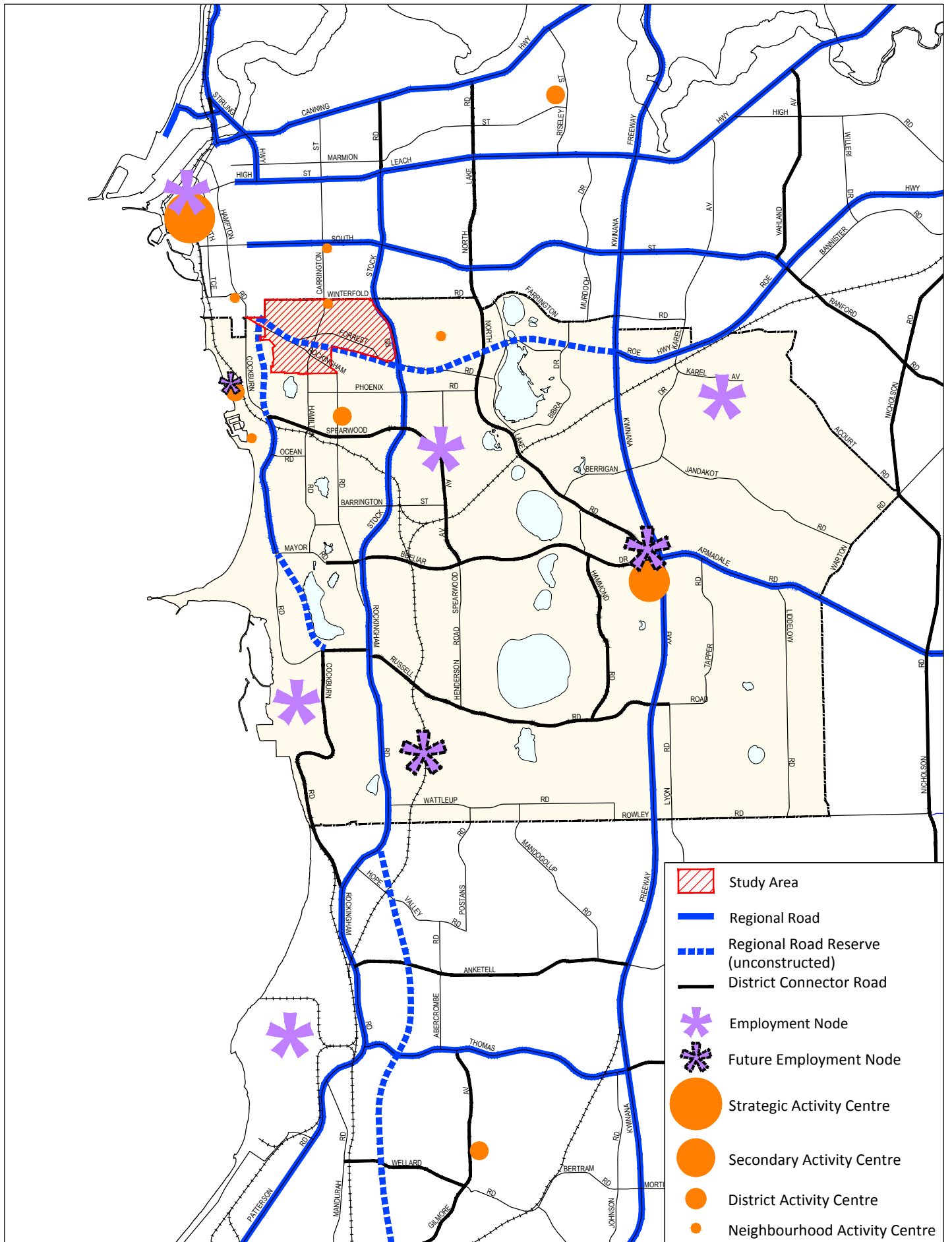
Hamilton Hill is the most north-western suburb within the City of Cockburn. It is located approximately 20 kilometres south west of the Perth GPO and 5 kilometres south of Fremantle.

Hamilton Hill is close to major employment nodes including Fremantle, the Australian Marine Complex, Jandakot Airport and Kwinana heavy industrial area, and growing and future employment nodes such as Latitude 32 industrial area, Cockburn Central and Cockburn Coast.

At a regional and district level Hamilton Hill is a relatively well connected suburb, though the suburb has some local road network issues which are discussed in following sections. Rockingham Road and Carrington Street (District Distributor A Roads) efficiently connect the suburb with the regional road network (Stock Road and South Street). The undeveloped Roe Highway Reservation also cuts through the suburb, which if developed will make Hamilton Hill a very accessible suburb via private vehicle.

As an establish suburb, Hamilton Hills is well serviced in terms of retail and other convenience facilities. Hamilton Hill is also in proximity to a number of neighbourhood and district activity centres and the strategic activity centre of Fremantle.

Figure 16 outlines the regional and district context for Hamilton Hill.



BACKGROUND REPORT

7 LOCAL CONTEXT

7.1 LOCAL HISTORY

7.1.1 ABORIGINAL HISTORY

The City of Cockburn is known to the Indigenous traditional owners of the area as Beeliar Boodjar. Beeliar are one of the clans of the Whadjuk group of Nyungar and Beeliar Nyungar means 'river people'. Boodjar means land (City of Cockburn, n.d).

'The Dreaming' is a term used to describe Aboriginal creation stories about events within and beyond the living memories of Aboriginal people. The Dreaming shaped the physical, moral and spiritual world and continues to renew and sustain itself today. Nyungar responsibilities, beliefs and values have been based on the same principles. The content of Dreaming stories may change depending on the narrator, audience and location. However, the Rainbow Serpent, the Waakal is always depicted as fundamental to Nyungar Dreaming, creating the shape of the boodjar and giving foundation to the meaning of life. It is easy to look at the Beeliar wetland system and visualise this huge Waakal twisting up and down, making its way north to Fremantle and south to Mandurah (City of Cockburn, n.d).

Prior to European contact the Nyungar people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely knit family groups related by kinship, and over the previous centuries, they had evolved a sound social framework and a finely tuned established order (City of Cockburn, n.d).

The arrival of European explorers and settlers in the Swan River Colony in the late 1820s and the movement of people into the interior of Western Australia in the subsequent decade was to set in motion a period of enormous change for the Aboriginal inhabitants of Western Australia. The arrival of the Europeans, with their different attitudes to land ownership and tenure, was to have a devastating effect upon the traditional way of life of the people.

Investigation of the Cockburn region prior to European settlement in 1829 shows evidence of a large Aboriginal presence. Archaeological findings show camp sites in the vicinity of the freshwater lakes in the Cockburn Sound district, particularly near North and Bibra Lakes. Artefacts and rock engravings found in Cockburn reflect their use of the land. However, their occupation of the land became threatened with the arrival of the Europeans and since 1829 the history of Cockburn has been dominated by the development of the land under European influence.

BACKGROUND REPORT

7.1.2 EUROPEAN HISTORY

Captain George Robb bought the first plot in Hamilton Hill in 1830 and left it in the hands of a manager, Sydney Smith. By making sure it was well provisioned, the property became a viable small farm. Hamilton Hill was also the locality for the first vineyard in the Swan River Colony. The vineyard became a valuable source for root stock for other grape vines in the Colony when the owner, Charles MacFaull, decided to withdraw from the venture. MacFaull did not leave the Cockburn District. He was appointed the first Government Printer of the Swan River Colony. He bought a Ruthven type and printing press to his Hamilton Hill property and commenced printing the forerunner to the "West Australian" Newspaper - the "Fremantle Observer", "Perth Gazette" and "West Australian Journal".

The introduction of the convicts to the Swan River Colony was a catalyst for growth in Cockburn. The convicts supplied vital labour for the building of roads and bridges such as the improvement of the Clarence-Fremantle and Beenyup roads in the 1850s. Some people were quick to recognise the increased demand for fresh produce that resulted from the need to feed the convict population. Market gardens supplying fruit, honey, vegetables and dairy products expanded into areas adjacent to Fremantle, including Hamilton Hill. Most of Cockburn remained in large estates which used the uncleared, unfenced land for grazing sheep and cattle.

In 1860 Charles Alexander Manning bought 364ha of Robb's land and established a prosperous estate known as Davilak Estate. The name came from the Aboriginal belief that the nearby lake held evil spirits. They called it Davilak - Devil's Lake. The Manning family resided in the district

for many years and became prominent citizens of the Cockburn region. In 1866 the family built Davilak House for Charles's son, Lucius Manning

In the 1870s land use regulations were introduced to encourage small farms and the prevention of the continuation of large scale grazing in the areas around Fremantle and Perth. Smaller selections of land were made possible under the rule of "Special Occupation Leases". Large pastoral leases were cancelled. Immigration schemes initiated by the Government Surveyor, John Forrest, also encouraged settlement, while speculation by absentee landowners was discouraged. The resulting effect was a growing population and an expansion of land under production in areas like Hamilton Hill and Spearwood.

With the growth of population in the Cockburn district the expanding need for better amenities was met by the Fremantle District Roads Board which was established in 1871. Excursions to Fremantle from Hamilton Hill were difficult as the roads were mostly unpaved, even though the Roads Board launched a much more organised program of road building. Roads were built and maintained in this era with the use of convict labour. Road building was labour intensive and the convicts were an important factor in the progress of road building in the district. Despite the loss of convict labour in 1875, in 1877 the Coogee Road (formerly Koojee) was built from Rockingham Road to Spearwood. This was one of the first roads to go through Cockburn. The condition of the roads was important to the farmers who relied on these routes to get their goods to the market. Problems often arose because of sandy and boggy tracks.

BACKGROUND REPORT

Development in Cockburn between 1870-1889 was steady and the growth of market gardens and small industries paved the way for the future of the area. The people who had weathered the difficulties of settling virgin land were to reap the benefits in the future years as the West experienced its Golden Years. For a market gardening area such as Hamilton Hill, the demand for fresh produce by the thousands of miners who flocked to the goldfields during the gold rush was very beneficial. The boom in the West's economy created pressure on land prices which rose significantly. The effects were felt in Spearwood and Hamilton Hill, where many of the large land holdings were subdivided. In 1899 large tracts of land in Hamilton Hill were subdivided. The Dixon family bought newly subdivided land in this year and by selecting good arable soil the family established a very successful market garden.

The expanding population and land use brought to the district many new occupations and products. A school was opened in Hamilton Hill in 1903. In other parts of Cockburn, roads were built to link the market gardens with Fremantle. Newmarket Hotel was built in 1912 along a new limestone road to service traveller's needs. The Manning family continue to be very influential in the district and when Azelia Ley, daughter of Lucius Manning, was married in 1905, a house was built for her.



Figure 17 Original Hamilton Hill Primary School Building
Source: City of Cockburn Local Government Inventory



Figure 18 Newmarket Hotel
Source: City of Cockburn Local Government Inventory

BACKGROUND REPORT



Figure 19 Azelia Ley Homestead
Source: City of Cockburn Local Government Inventory

In the first four decades of the 20 Century population in Hamilton Hill increased with further subdivision of large estates. Manning Estate was split up in the pre World War I period. Drawn to these areas were many former British subjects who had responded to the immigration schemes of the West Australian Government. The close proximity of Hamilton Hill attracted many newcomers who recognised the potential of the land. 1911 saw the first of a new wave of migrants to these localities, people from Southern Europe, mostly of Slavic descent. The settlement of the Slav people was important as they were the last major group to take up land in the area. .

The returned servicemen, united by their common overseas experience, set up a chapter of the Returned Servicemen's League in 1919. They worked together to build memorials and halls in remembrance of fallen colleagues. In 1925 Hamilton Hill's Memorial Hall was constructed on a prominent position on a site once used for lime kilns.

Hamilton Hill received electrified street lights in 1925 but domestic power did not come until 1926. The subdivision

of parts of the Manning Estate in Hamilton Hill into residential lots occurred in 1924. This movement towards smaller blocks allowed the growth of the commercial centre on Rockingham Road around the Newmarket Hotel. Produce stores in the Hamilton Hill Commercial Centre provided services for locals as well as for people as far out as Bibra Lake and Jandakot. John Greenslade ran one of these stores successfully for many years.



Figure 20 Greenslades Building
Source: City of Cockburn Local Government Inventory

The period after World War I was one of dynamic change. With technological developments, expanding areas under rural production (with the decline in others), increasing light industry and the introduction of residential areas, Cockburn was looking to a bright future. This future was tarnished by the sudden arrival of the Depression in 1929. Severely decreased demand for goods meant a cessation of any expansion. Recovery from the Depression was slow and many people believe World War II was a main contributing factor to the return of growth to the economy.

The most significant event immediately following World War II was the influx of European migrants which included many from Italy and Yugoslavia. Their input contributed to

BACKGROUND REPORT

an increase of the area under market garden production, but nevertheless they could not stem the changing pattern away from market gardens and vineyards to a suburban style of living in Hamilton Hill. The then State Housing Commission was involved in many projects in the area including the development the Southwell Estate.

The increase in population led to a larger revenue and greater recognition for Cockburn. Thus in 1955 Cockburn gained the right to its own Roads Board. The Cockburn Districts Roads Board promised to increase amenities and roads under its jurisdiction. One outcome was the development of the Davilak Reserve in Hamilton Hill as a playing field to supply recreation facilities for its expanding population.

Where previously high school students from Hamilton Hill, Coolbellup, Spearwood and South Coogee had to travel to Fremantle for an upper school education, they could now attend Hamilton High School, built in 1962.

In 1976 the Cockburn Historical Society was formed and in 1982 the Azelia Ley Homestead, was classified by the National Trust. The Cockburn Council appointed the Historical Society as custodians.

Since the 1960s Hamilton Hill has continued to urbanise as small to medium market garden lots were subdivided into residential lots usually ranging in size from 750sqm to 1400sqm. The mostly single residential houses constructed on these lots reflected the tastes and the budgets of the time in which they were constructed. As such Hamilton Hill now contains a great mixture of housing stock constructed from the 1920s to present day. This existing housing stock in Hamilton Hill is described in detail in Section 7.3.

7.1.2.1 HERITAGE SITES IN HAMILTON HILL

There are 25 sites with heritage interests in Hamilton Hill which includes buildings, houses, trees and other places of interest. **Table 10** documents the heritage sites in Hamilton Hill. The most significant sites are ones which are listed on the State Register of Heritage Sites. These include;

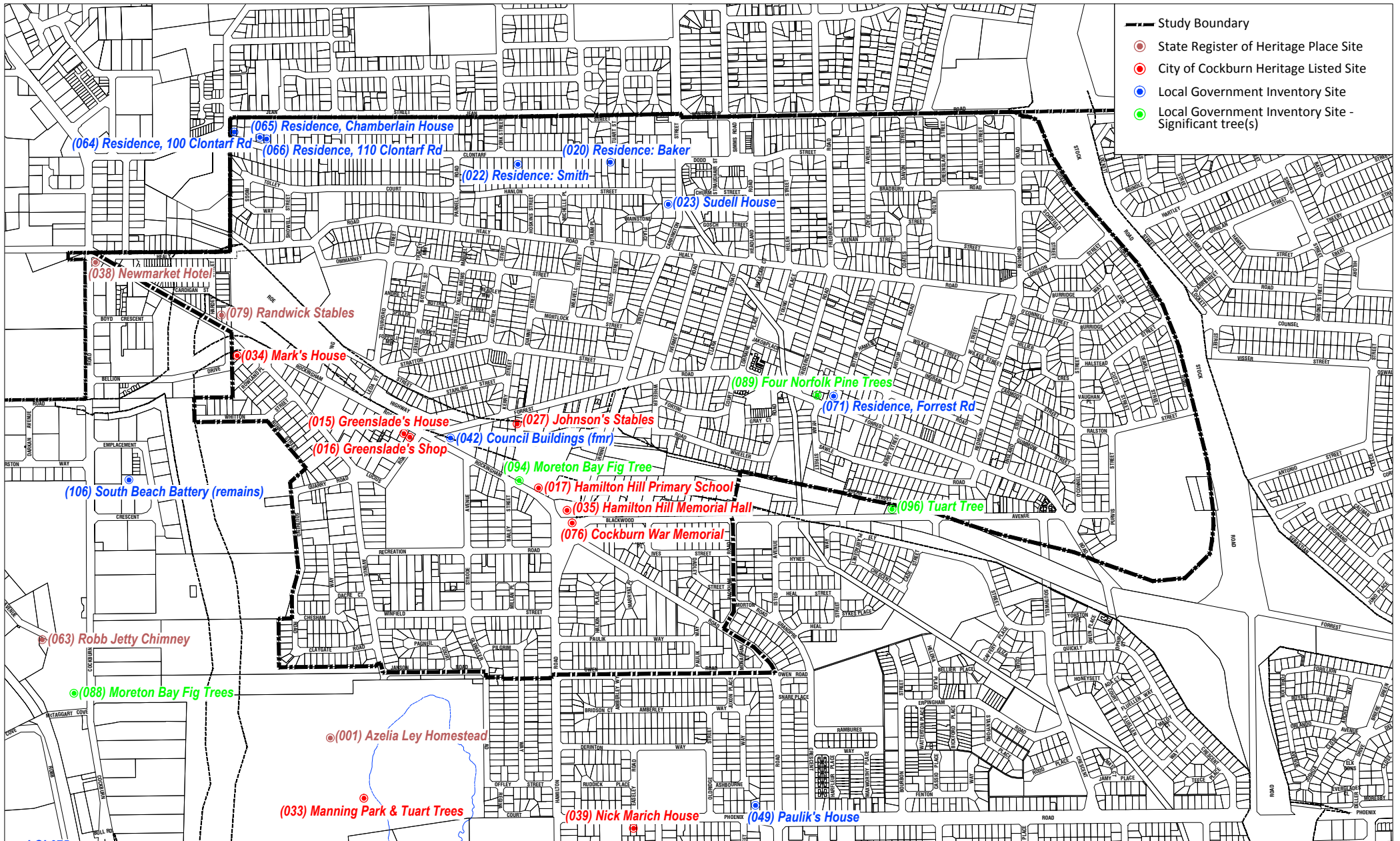
- Azelia Lay Homestead
- Newmarket Hotel
- Robb Jetty Chimney
- Randwick Stables

BACKGROUND REPORT

Table 10 Heritage Place in Hamilton Hill						
No	Name	Address	Management Category	State Register of Heritage Sites	Local Gov Heritage Sites	Local Gov Inventory Sites
001	Azelia Ley Homestead	34 Davilak Rd	A	✓	✓	✓
038	Newmarket Hotel	1 Rockingham Rd	A	✓	✓	✓
063	Robb Jetty Chimney	Bennett Ave	A	✓	✓	✓
079	Randwick Stables	24 Rockingham Rd, cnr Hardey St	A	✓	✓	✓
015	Greenslade's House	75 Rockingham Rd	B		✓	✓
016	Greenslade's Shop	77 Rockingham Rd	B		✓	✓
017	Hamilton Hill Primary School	Rockingham Rd	B		✓	✓
027	Johnson's Stables	19 Forrest Rd	B		✓	✓
033	Manning Park & Tuart Trees	Azelia Rd	B		✓	✓
034	Marks' House	1 Davilak Ave	B		✓	✓
035	Hamilton Hill Memorial Hall	cnr Rockingham Rd & Carrington St	A		✓	✓
076	Cockburn War Memorial	cnr Rockingham Rd & Carrington St	B		✓	✓
020	Residence: Baker	211 Clontarf Rd	D			✓
022	Residence: Smith	183 Clontarf Rd	D			✓
023	Sudell House	357 Carrington St	C			✓
042	Council Buildings (fmr)	1 Forrest Rd	C			✓
049	Paulik's House	56 Phoenix Rd	C			✓
064	Residence, 100 Clontarf Rd	100 Clontarf Rd	C			✓
065	Residence, Chamberlain House	108 Clontarf Rd	D			✓
066	Residence, 110 Clontarf Rd	110 Clontarf Rd	C			✓
071	Residence, Forrest Road	108 Forrest Rd	D			✓
081	C. Y. O'Connor Statue	South Beach	C			✓
088	Moreton Bay Fig Trees	Cockburn Rd	T			✓
089	Four Norfolk Pine Trees	104 Forrest Rd	T			✓
094	Moreton Bay Fig Tree,	110 Rockingham Rd	T			✓
096	Tuart Tree, Roe Highway Reserve	Roe Hwy Reserve	T			✓
106	South Beach Battery (remains)	Emplacement Crescent	D			✓
107	Mulberry Tree, Manning Estate	Azelia Road	T			✓

Management Categories

- A Exceptional significance**
Essential to the heritage of the locality. Rare or outstanding example.
The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.
Any alterations or extensions should be sympathetic to the heritage values of the place and in accordance with a Conservation Plan (if one exists for the place).
- B Considerable significance**
Very important to the heritage of the locality.
Conservation of the place is highly desirable.
Any alterations or extensions should be sympathetic to the heritage values of the place.
- C Significant**
Contributes to the heritage of the locality.
Conservation of the place is desirable.
Any alterations or extensions should be sympathetic to the heritage values of the place, and original fabric should be retained wherever feasible.
- D Some significance**
Contributes to the heritage of the locality.
Photographically record prior to major development or demolition.
Recognise and interpret the site if possible.
- T Significant tree(s)**
Heritage trees may be pruned as part of routine tree maintenance in accordance with International Society of Arboriculture standards, provided the pruning would not reduce the tree's height or crown diameter, alter the tree's general appearance, increase the tree's susceptibility to insects or disease, or otherwise increase its risk of mortality.
Heritage trees should be removed only in order to protect public safety or private or public property from imminent danger.



BACKGROUND REPORT

7.2 DEMOGRAPHICS

This section of the report analyses and documents the current demographics of Hamilton Hill relative to City of Cockburn and Perth averages and trends. This is an important part of the Background Report as it helps define the unique character of the local population as well as predict the future populous of the area.

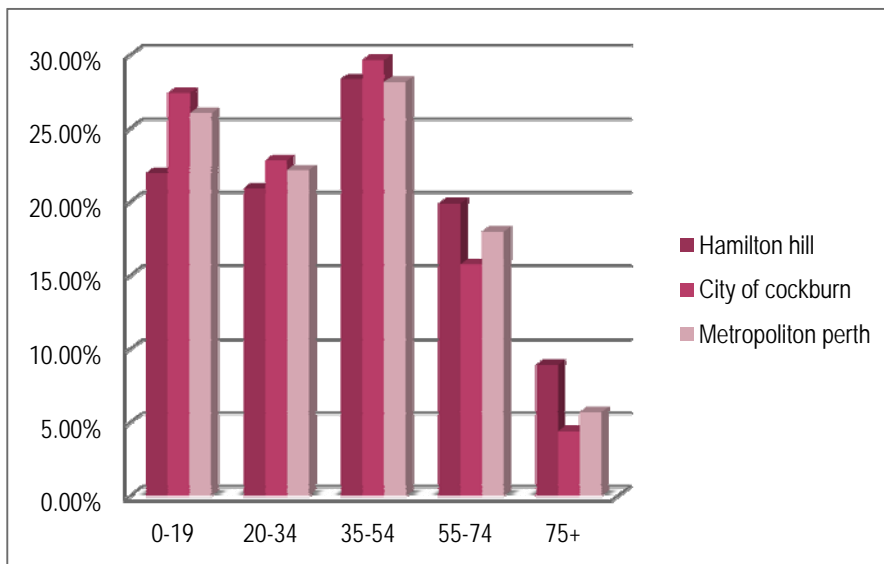
In 2011 there were 9,855 people who usually reside in Hamilton Hill: 49.5% were males and 50.5% were females.

On average Hamilton Hill has an older population. In 2011 the median age of persons in Hamilton Hill was 39 years, compared with 34 years in the City of Cockburn and 36 years for persons in Metropolitan Perth (Australian Bureau of Statistics, 2011). The reason for this higher median age in Hamilton Hill is a higher than average number of people

aged over 55 and lower than average number of people under 54 (Refer to **Figure 22**).

Like the rest of Australia the average age has been steadily increasing and this aging is expected to continue into the future.

Figure 22 The Age of Hamilton Hill Residents



Source: Australian Bureau of Statistics; 2011 Census

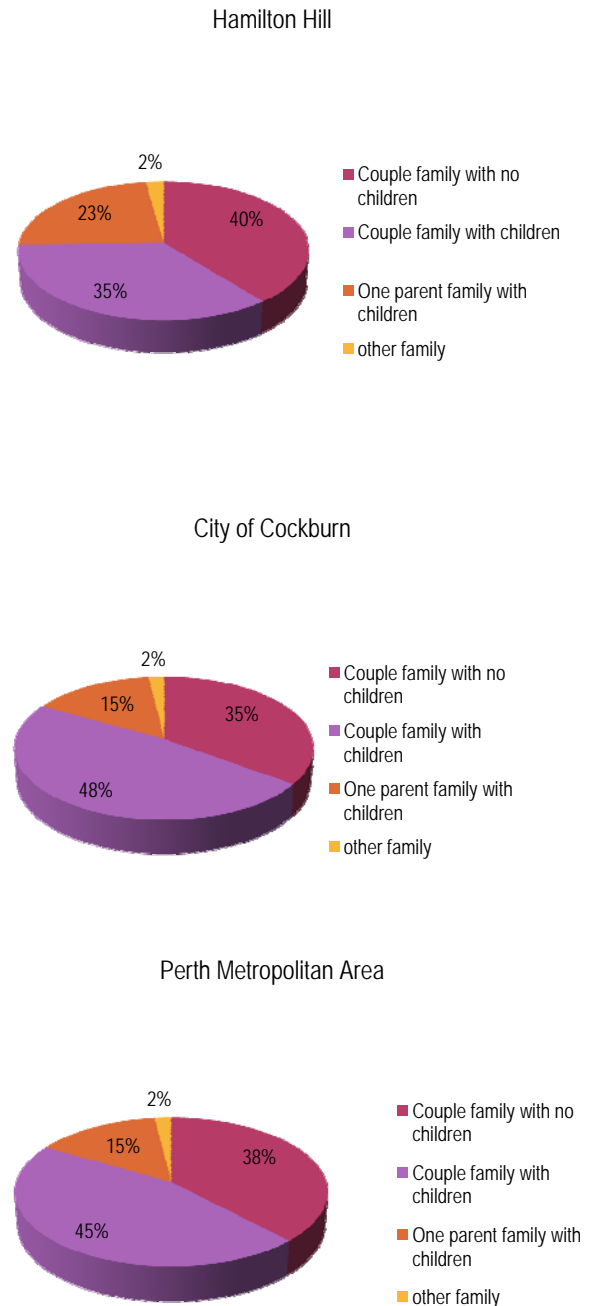
BACKGROUND REPORT

Hamilton Hill has a different household composition to Perth and Cockburn in general. In the 2011 Hamilton Hill had more couple families with no children and single parent families than the City of Cockburn and Perth averages. Correspondingly the area has significantly less couple families with children (refer to **Figure 23**). In 2011 Hamilton Hill also had significantly more single person households than the City of Cockburn and Perth averages. Correspondingly the area has significantly less couple families with children (refer to **Figure 24**). This unique household composition in Hamilton Hill part reflects the higher number of people aged 55 - 75 years and over 75 years.

Hamilton Hill's distinctive household composition is forecast to become more extreme. The City's forecasting out to 2021 suggests lone household will be the largest growing household category, increasing from 32 % of all households in 2011 to 35.5% in 2021. Couples without dependents are also forecast to increase significantly by 2021. Linked with these forecast trends is a projected decline in the average household size. In 2011 Hamilton Hill had an average household size of 2.3 people which is forecast to decline to approximately 2.13 by 2021 (City of Cockburn, 2011).

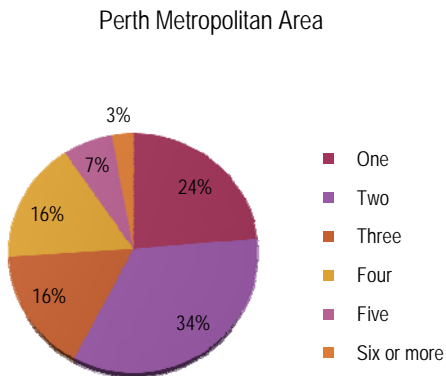
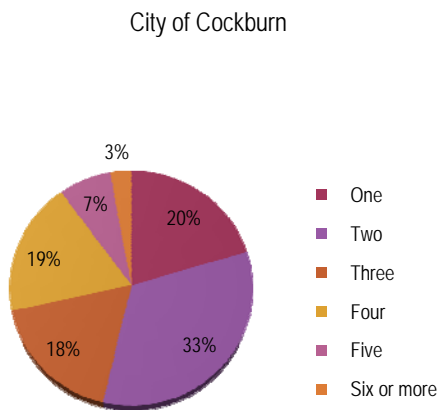
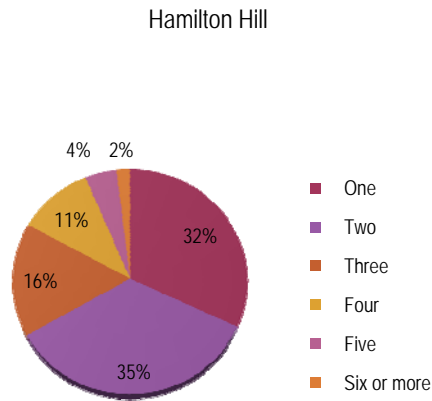
Hamilton Hill is also highly culturally diverse. Of the total population in Hamilton Hill, 3 % were Indigenous persons, compared with an Australian average of 2.5% (Australian Bureau of Statistics. 2011). Also in the 2011, 58.5% of persons usually resident in Hamilton Hill stated they were born in Australia. This compares to a national average of 69.8%. Other common responses within Hamilton Hill were: England 6.8%, Italy 5.2%, and New Zealand 3.3%, (Australian Bureau of Statistics. 2011).

Figure 23 Household Composition by Household Type



BACKGROUND REPORT

Figure 24 Household Composition by Number of Persons Usually Present



7.2.1 DEMOGRAPHIC SUMMARY AND IMPLICATIONS

As shown above, there are particular demographic characteristics of Hamilton Hill which combine to produce some interesting scenarios in respect of how both the current and future community lives. The Strategy must ensure that the future planning direction responds and support the demographic characteristics which have been forecast for the suburb. The key demographic characteristics and trends for Hamilton Hill are;

- An aged and aging population.
- Small and declining household sizes.
- Highly culturally diverse.

The purpose of the Strategy accords with these demographic characteristics and trends. Through reviewing the residential densities, the Strategy supports the creation of a greater diversity of housing types and sizes which will provide appropriate housing options for these smaller household sizes.

BACKGROUND REPORT

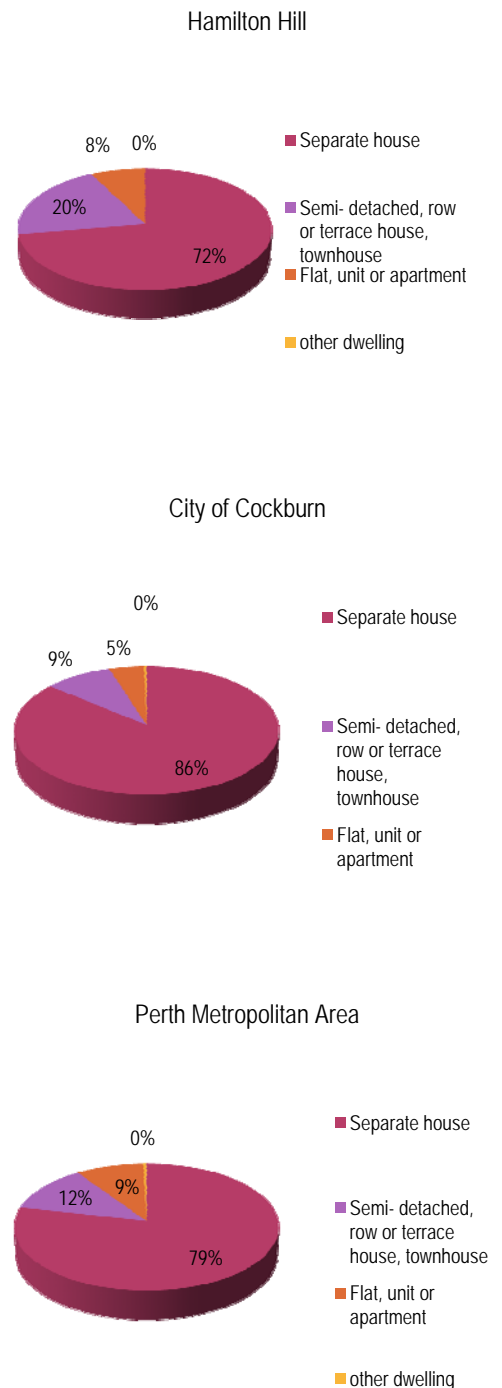
7.3 HOUSING

Housing in Hamilton Hill is diverse in age, style, construction material, size, density and presentation. This diversity reflects the gradual urbanisation of Hamilton Hill relative to other Perth suburbs which were urbanized over a shorter period. Hamilton Hill contains housing constructed from the 1920s to present day.

7.3.1 HOUSING DENSITY

Hamilton Hill has a diverse mixture of housing types. It has significantly more semi-detached, row or terrace housing and flat, unit or apartment housing than the rest of Cockburn and slightly more than the Perth Metropolitan Area average (refer **Figure 25**). This diversity in housing type accords with the significant proportion of single and couples without children families in the area, as outlined in Section 7.2.

Figure 25 Housing Type



Source: ABS 2011 Census

BACKGROUND REPORT

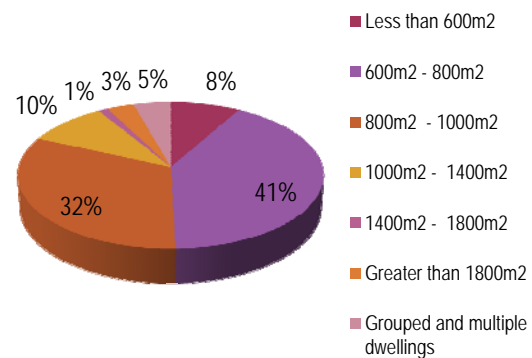
Figure 4 shows the current density codings, R-Codes, prescribed to residential land within Hamilton Hill. Section 5.5 provides a detailed explanation of the R-Codes and the development potential under various density codes. The majority of Hamilton Hill is coded R20. There are a number of isolated larger lots coded at higher densities ranging from R30 to R80. These higher coding reflect past decisions to rezone single lots to a higher density to allow a particular development proposal. These isolated rezonings are call 'spot rezoning' and have not generally been supported by the City over the last decade. The City prefers to consider rezoning at a broader suburb or district level where the full range considerations can be examined.

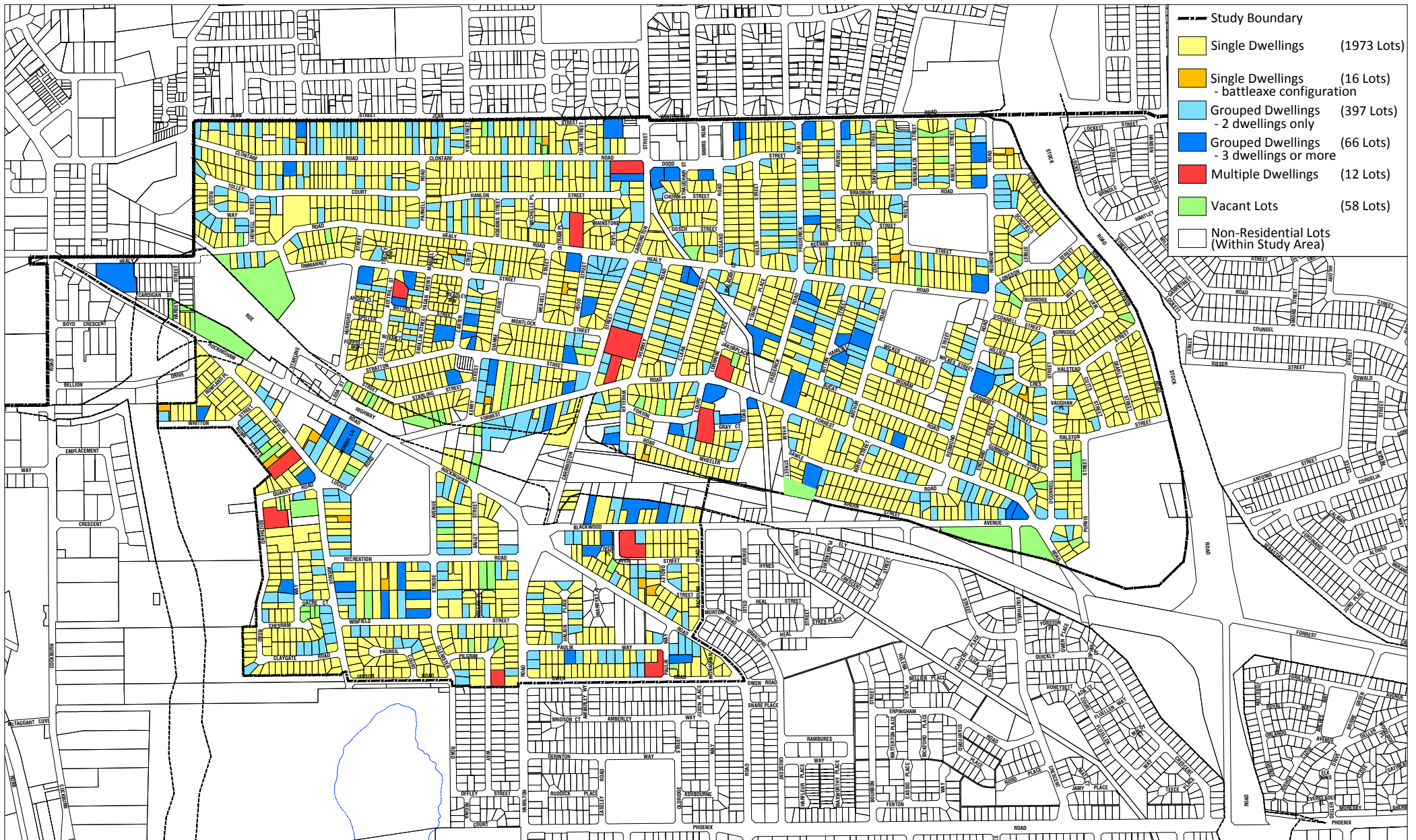
Figure 26 maps single dwellings, grouped dwellings of various scale and multiple dwellings in Hamilton Hill. By far the most common grouped dwellings have only two dwellings. These small scale grouped dwellings are spread throughout the area and are generally the result of the subdivision of larger single residential lots (greater than 900sqm) which can be subdivided in two under the existing base code of R20 over the last decade. These are most commonly delivered in a battleaxe configuration and less commonly as side-by-side lots on corner lots or lots with wide frontages. There are 12 multiple dwelling sites in the area which are spread throughout the suburb. These multiple dwellings are a mixture of two storey (60%) and three storeys (40%) (ABS 2006 Census). Approximately half of these multiple dwelling sites are social or community housing (Refer to Figure 40).

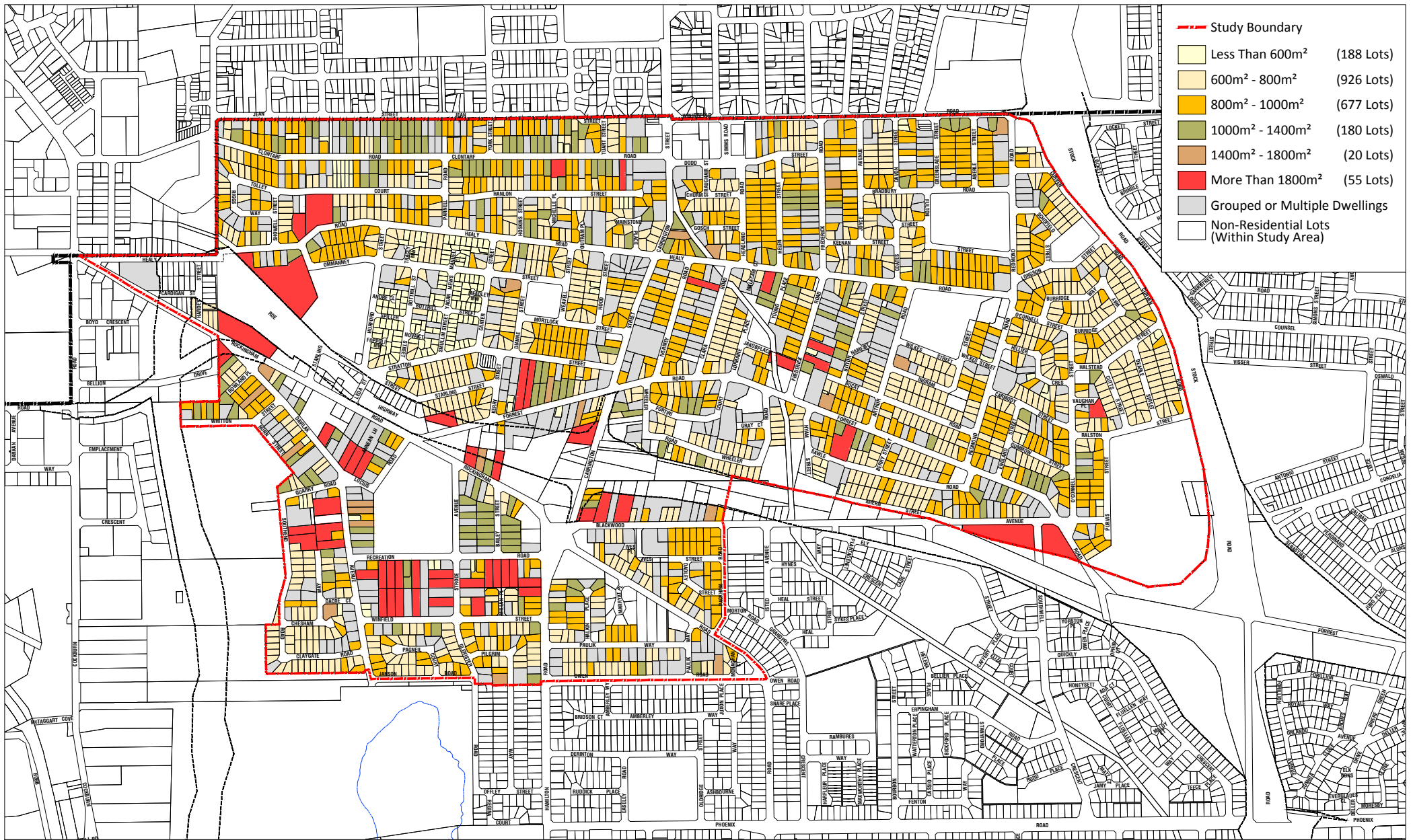
Figure 27 and 28 provides an indication of the size of the single residential lots and undeveloped lots in the Study Area. Most residential lots in Hamilton Hill lie within the range of 600m² and 800m², however there are significant

lot ranging in size from 800m² and 1000m². There a few lots which are very large (greater than 1800m²), that are either completely vacant or partially undeveloped. This analysis provides an understanding of the existing residential development within the area, but also the development implications of the proposed recodings outlined in Section 2.1 of the Strategy.

Figure 27 Lot sizes in Hamilton Hill (excluding grouped and multiple dwellings)







BACKGROUND REPORT

7.3.2 HOUSING CHARACTER

This section attempts to trace the development of residential architecture across Hamilton Hill during a number of 20th Century eras, by referring to the distinct styles of architecture that arose in those eras. **Appendix 3** illustrates through a series of photo some houses typical each era.

Figure 29 shows when lots in Hamilton Hill were first built using State Government's historic aerial photographs of Hamilton Hill, taken every five years or so since 1948. This gives a broad indication of how the area was developed and this section of the Background Report speculates on what the major influences were that lead to that pattern of development over the last century.

It is postulated that the Architecture of Hamilton Hill is an expression of economic and social constraints imposed on the area's residents as they passed through two world wars, a great depression, a mass boom in immigration, increasing post war affluence and the arrival of the personal motor car and heavy diesel transport of people (buses) and building materials (concrete mixers and brick trucks).

In his book *'Cockburn: The making of a community'* Michael Berson points out that Prior to the advent of mass ownership of the motor car and good paved roads, Hamilton Hill was a relatively unattractive place for all but those involved in market gardening, and those providing retail services.

Trading and retail properties have always favoured busy road intersections, locations where businesses can profit from both local residents and passing trade. **Figure 30**

indicate that apart from scattered houses and farms, Hamilton Hill's early built form grew around the following major road intersections;

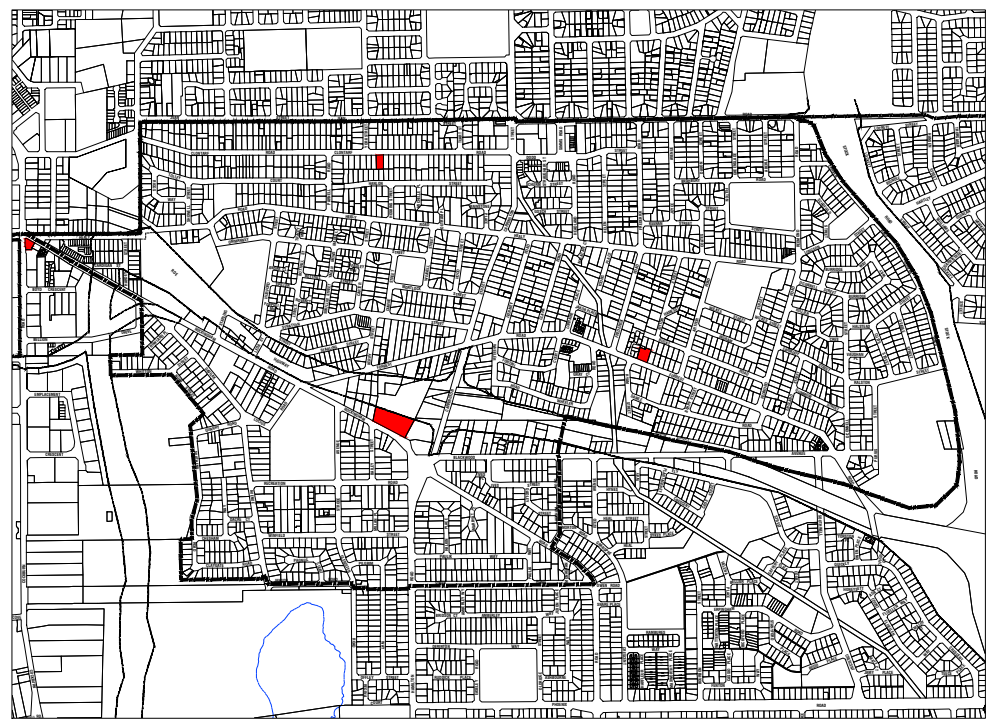
- Carrington/Rockingham Roads
- Rockingham/Cockburn Roads
- Clontarf/Forrest at their junction with Carrington Street.

7.3.2.1 THE VICTORIAN ERA

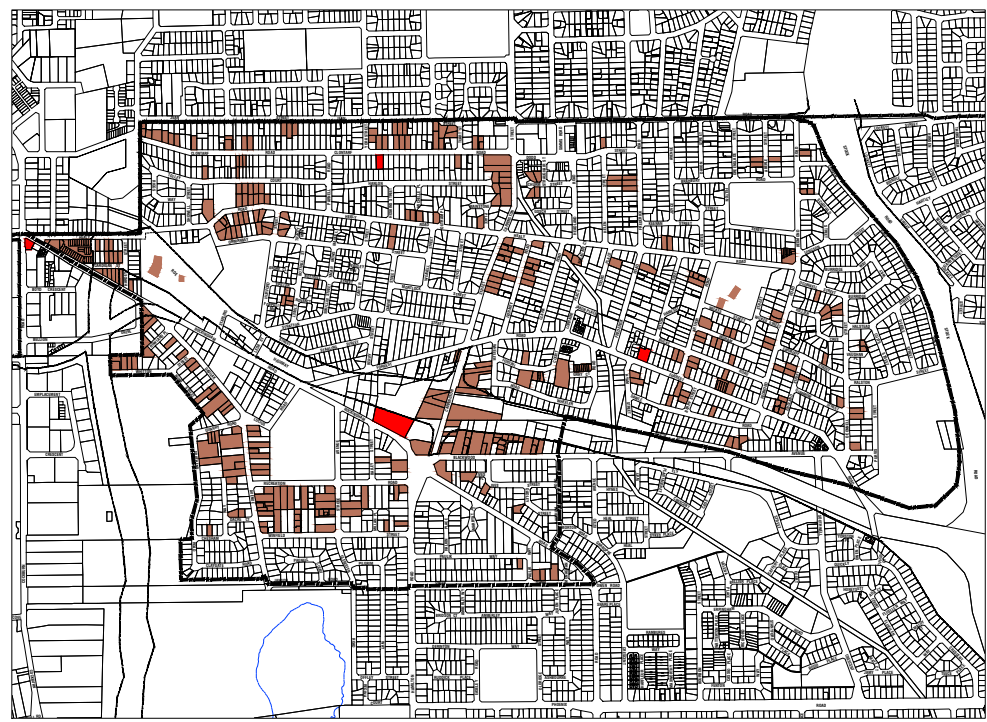
The five-way junction at Carrington Street/Rockingham Road was centred on a relatively rocky ridgeline that probably provided a good route for horse drawn transport in the 19th Century.

Berson states that lime kilns were established at the intersection to profit from the relatively good transport routes for receiving kiln fuel and exporting lime. These routes were along limestone rock outcrops that were still visible until the redevelopment of the Memorial Hall in 2009.

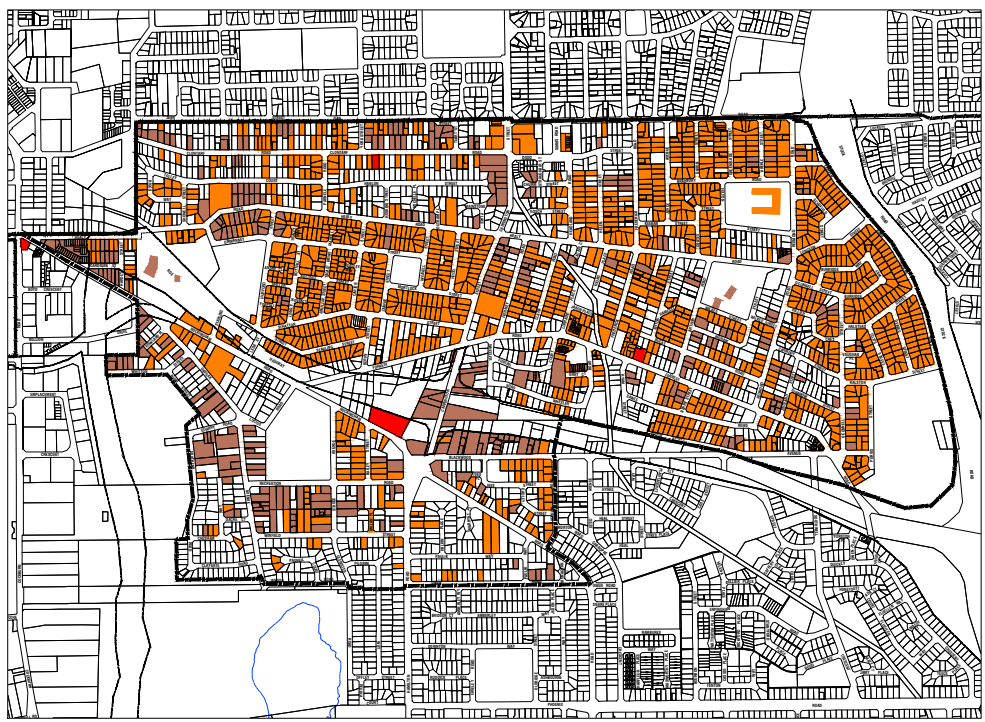
The lime was an important local resource as Victorian architecture relied on the use of locally sourced building materials such as the soft crumbly local limestone rubble, which was set in a lime mortar to form rubble limestone walls. The limestone/lime rendered walls were so prone to erosion that brick quoining was commonly employed to frame windows and doors and the corners of buildings that might otherwise wear away with use.



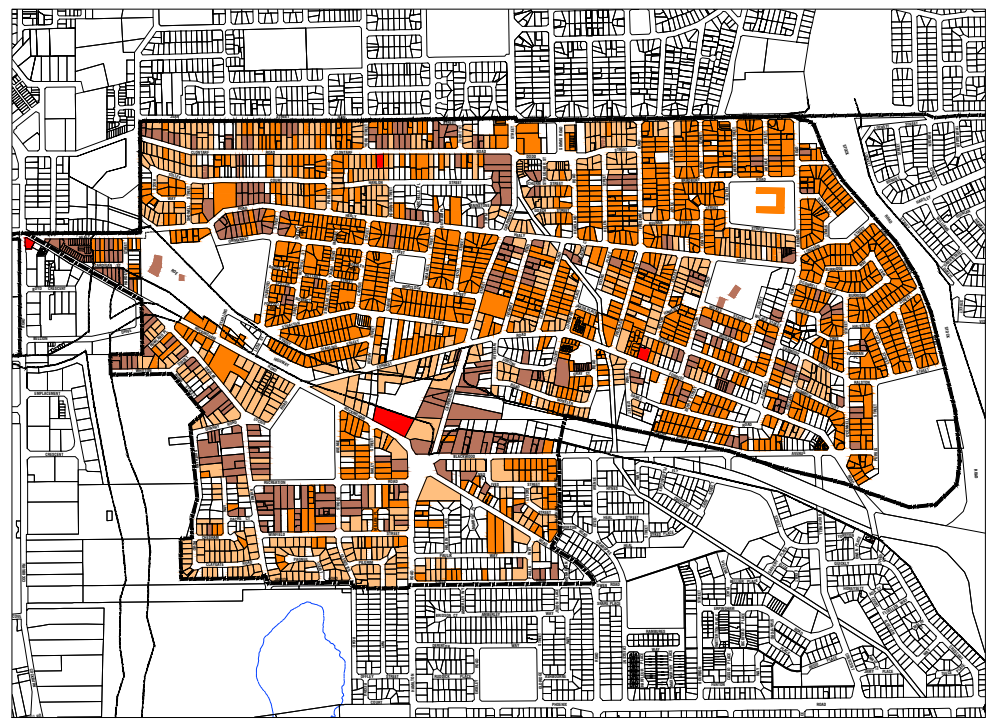
1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010



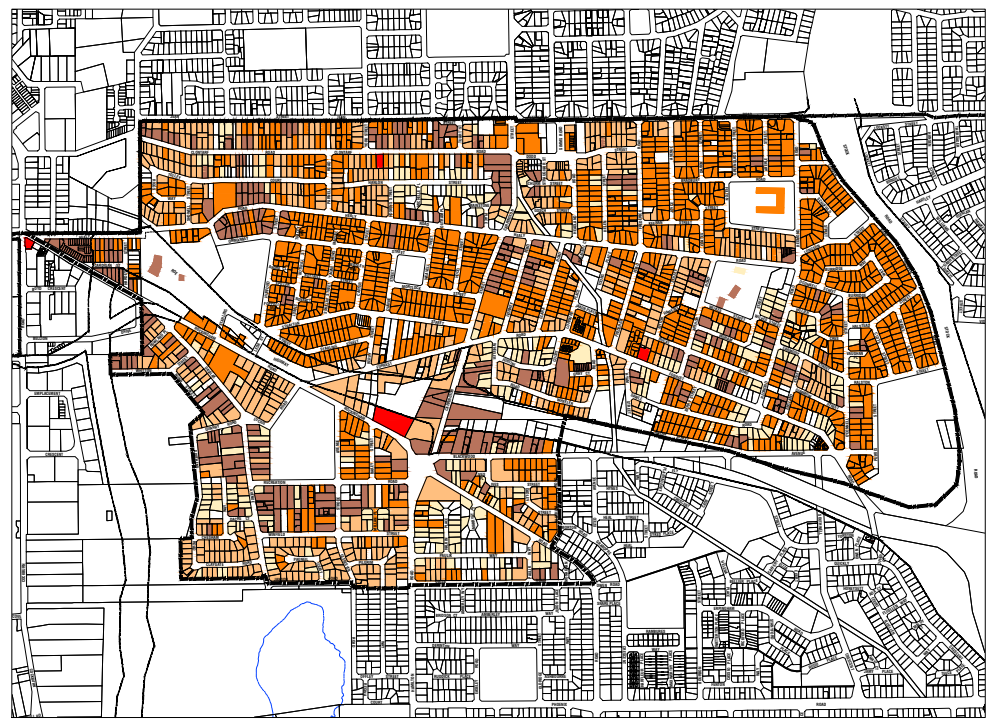
1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010



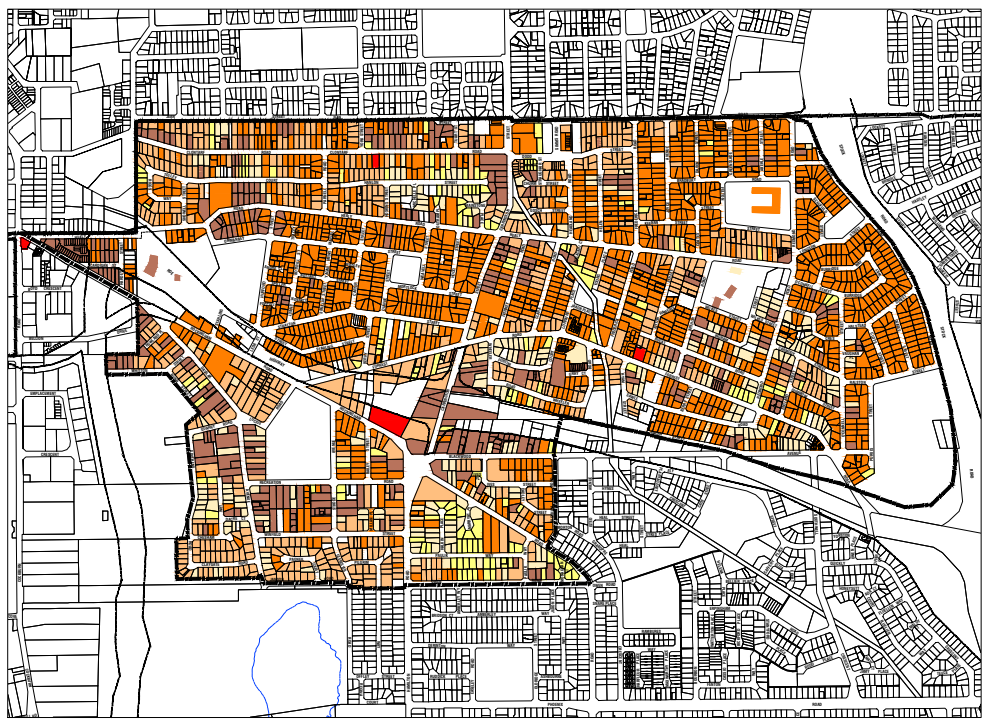
1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010



1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010



1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010



1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010



0 0.5km
SCALE

Study Boundary

DEVELOPMENT THROUGH THE 20TH CENTURY

HAMILTON HILL REVITALISATION STUDY

City of
Cockburn



wetlands to waves

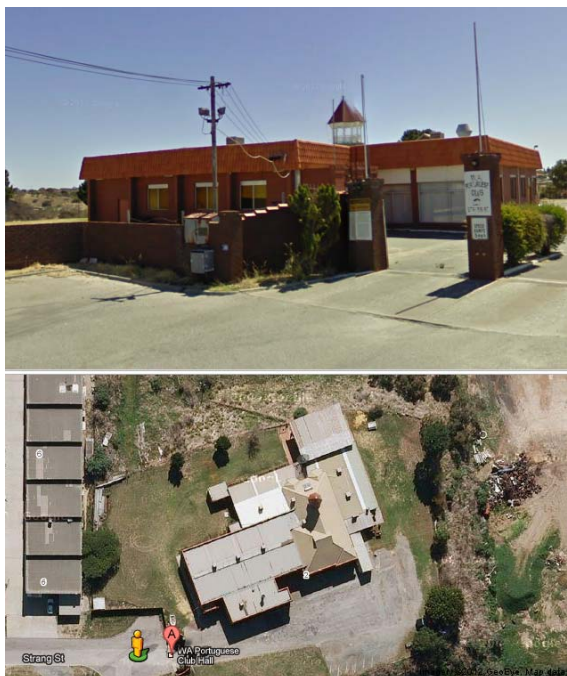
figure 29

BACKGROUND REPORT

The brick limestone walls of these Victorian buildings were usually tiled and the brick chimneys capped with terracotta chimney pots. Imported building materials were also used in the greater Fremantle district such as Yorkstone paving flags, Baltic pine sash windows and 'pressed tin' ceiling panels. These can be found in Hamilton Hills earliest buildings, but would have been expensive and difficult to replace.

Very early and utilitarian outhouses and more modest residences were known to rely on Casuarina shingles, which were replaced with corrugated galvanised steel sheeting (corrugated iron) as the supply of Casuarina trees failed and the importing of steel sheeting increased and its price fell. More modest buildings often employed timber weather boarding and were rarely fitted with verandas but employed high ceilings and tall narrow windows to reduce

Figure 30 Portuguese Club



overheating in summer.

A comparison of the earliest aerial photograph of Hamilton Hill (1948) with a modern equivalent reveals most of Hamilton Hill's Victorian and interwar buildings have been demolished, and the areas identified on the development plans (Figure 29) as interwar/pre 1910 are often now occupied with subsequent development. A few rare exceptions remain;

The Portuguese Club at 2 Strang Street is built around the former resident of an early pioneering Healy Family (See Figure 30). The old Victorian house can be seen peering over the façade of later 1960s architectural accretions, most noticeably a neo gothic steel roofed turret tower.

The Newmarket hotel at the corner of Rockingham and Cockburn Roads (Figure 31) displays its commercial status by virtue of its corrugated steel roof (not tiled) which sits atop a stone façade with whitewashed 'false-brick' quoining. The stone and quoining are used to give the building an air of gentility without resorting to high quality/expensive materials.

BACKGROUND REPORT

Figure 31 Newmarket Hotel



Figure 32 Hamilton Hill School



The Hamilton Hill School (Figure 32) is a non residential building displaying typical architectural details for the more utilitarian buildings of the day. Timber weatherboarding, a steel roof high ceilings and brick chimneys. Similar details are to be found on the out houses around the Azelia Ley museum in Manning Park, although being a later development for the wealthiest pioneering family in the district, the Manning family also used stone and brick on their more important out houses.

Azelia Ley's 'tree house' as she fondly referred to it, was built by her father, a wealthy pioneering landowner and merchant. The house was built shortly after the Great War and would have been considered a genteel if modest weekend residence for the heiress.

The house displays many Victorian features, tall brick chimneys, a timber veranda approached by masonry steps, a tiled roof, limestone rubble walls with brick quoining, a symmetrical façade and a kitchen/laundry in a separate adjacent building (now joined with a covered way).

BACKGROUND REPORT

7.3.2.2 INTER-WAR YEARS.

It is likely that the lack of buildings surviving from the interwar years reflects the limited life span and the poor quality of the structures built during this period. In his local history 'Cockburn: The making of a community', Michael Berson depicts Hamilton Hill in the 1920s, and the following depression years, as a fringe area, the outer limits of the town of Fremantle with people living a more makeshift and rural lifestyle at this time.

As in the Victorian era, timber weather boarding was a common material used in construction, with fibro-cement-timber-stud walling appearing in the 1930's as a cheap construction method. More modest dwellings continued to use corrugated, galvanised steel sheeting on roofs, with distinctive hip ended gables. The brick chimney of the Victorian era is commonly found on inter war houses in Hamilton Hill, a terracotta chimney pot is often found on the top of the chimney to extend its height.

More substantial dwellings dating from the later part of the interwar years began to employ more substantial architectural elements including;

- Double brick and terracotta tile construction.
- Darker red tuck pointed bricks with stuccoing above dado rail height on front elevations
- Precast concrete elements such as short columns mounted on low brick walls
- Reinforced concrete, particularly the roofs of entry porches, the art deco style was in vogue during the late 1920s and 1930s.
- Cast iron down pipes and gutters were still employed on these buildings.

- A brick veranda built onto the front of the original timber and 'fibro cement' house behind.
- Verandas remain typical during this era, but the remaining examples are frequently enclosed by later modifications.
- Inter war brick dwellings in Hamilton Hill introduced glazed terracotta roof tiles to the area.
- Inter war buildings surviving in Hamilton Hill are almost without exception single storey.
- Use of a timber stumps with an open panel of horizontal boarding beneath timber and fibro houses, and a brick or limestone block plinth beneath brick and tile homes.

Both modest and well appointed homes are commonly approached via a flight of steps, earth moving and terracing was expensive and housing sites generally follow the natural lie of the land.

7.3.2.3 1950S AND 60S

The 1950s saw the introduction of motorised heavy goods transport, the introduction of the diesel bus replaced the South Fremantle Tram line which had previously linked the western end of Hamilton Hill to Fremantle and Perth via the Douro Road southern tram terminal (the tram ceased operations in 1952).

These developments in transport would have assisted with the transporting of heavy building materials such as bricks and concrete to residential areas from the brick pits of the Swan Coastal plain. Earth moving plant became available and the first car ports and later garages started to be integrated into the houses of Hamilton Hill.

BACKGROUND REPORT

1950s Hamilton Hill residential development is typified by the following features;

- Super six asbestos fencing
- The introduction of extensive grass lawns,
- A dwarf brick wall on the front property boundary,
- A brick letter box, and a concrete path from the road verge to the front door.
- Wide eaves with galvanised rectangular mild steel down pipes and gutters.
- Blond brick walls and dull dark brown terracotta roof tiling.
- Car ports integrated under the main roof of the building.
- Minor use of galvanised mild steel railings around the front door.
- Timber window frames.
- Hip end gables and some skillion roofs.

1960s Hamilton Hill houses reflect the increasing affluence of the era. The subdivision of many of the market gardens owned and worked by residents from southern European countries (most notably Italy, Yugoslavia, Portugal) probably assisted in the development of a Southern European or Mediterranean style of housing. This style can be typified by referring to the following features;

- White painted walls
- Two storeys
- Retaining walls, and basement/ground floor garages beneath the main living area.
- First floor main entry doors entered via a flight of concrete steps and a first floor balcony.
- First floor balcony floor is tiled with ceramic tiles.

- Arch ways in plain painted masonry walls to front elevations.
- Painted mild steel railings, often with orange glass panel inserts.
- Ornate neo-classical precast concrete balustrades.
- Wide eaves.
- Hip end gables, or pediment facades with moulded ornamentation.
- Lion statuettes, rumoured to signify the owner has paid off the house and owns it outright.

The 1960s also saw the embellishment of the earlier 1950s blond brick and glazed tile home with some modest ornamentation and some enhanced accommodation for the car including the following;

- Feature panels of decorative stone or ceramic tiling on the wall adjacent to the front door
- Basement car parking with retaining walls
- International style (modernist) porch lights.
- A loss of the dwarf wall to the front lot boundary with a standalone concrete or brick post box.
- Plain *in situ* concrete driveways.
- Introduction of conifers, palms and evergreen shrub planting between the house and the extensive front lawn.
- Some 1.8m high horizontally slatted timber fencing to enclose the front garden.
- Roller doors to double garages.
- Blond or chocolate brick colours.

During the 1960s a number of larger lots were developed with walk up flats. These typically employ many of the details of the brick and tile 1950s houses in the area.

BACKGROUND REPORT

Points of difference with the single storey housing of this era include;

- A greater use of painted mild steel railings to reinforced concrete balconies
- Aluminium and steel window frames
- Precast concrete infill panels below window sills and walkways on the upper floors.

During the 1970s houses in Hamilton Hill saw a number of new developments including the following;

- Use of very dark chocolate coloured brick work
- Full length, floor to ceiling aluminium framed windows
- Use of extensive 'tropical' style garden planting contained in serpentine concrete kerb edging, with informally shaped, smaller lawns

7.3.2.4 1970S TO PRESENT

By the 1970s Hamilton Hill was reaching a fully developed state with few vacant lots. As a consequence the 1970s style houses appear as discreet individual examples usually lying within a street of predominantly 1950/60s houses.

From the 1980s house styles in Hamilton Hill appears to have passed through a series of relatively rapid fashions. These fashions were probably the result of a desire by builders and developers to differentiate their product from earlier phases. The aerial photographic record reveals the 1980s witnessed the creation of some of the first 'battleaxe' lots in Hamilton Hill. The smaller lot sizes these offered influenced the development of a number of architectural features at the time, including;

- The loss of eaves to maximise internal floor space
- Solid (not roller) garage doors with remote controls.
- The reduction in the building front set back and the loss of the extensive front lawn.
- The use of Colorbond pressed steel fencing in preference to super six asbestos.
- The introduction of a second storey, to compensate for a lack of floor space on the available lot.
- A visually prominent solid or folding (not roller) garage door adjacent to the front door.
- The theming of building styles.

Theming styles developed by house design-and-build companies utilise a number of trends which wax and wane in popularity. A fashion may last no more than a decade. These are often manipulated by elaborate marketing campaigns in the local press. Some themes and their identifying elements are described below;

The Tuscan style, frequently uses

- mottled terracotta roof tiles,
- hip end gables,
- earth tone stuccoed or limestone veneer clad walls,
- limestone 'look' in situ concrete paving and
- a small porch with a separate tiled roof.

The Federation style, frequently uses

- Mock Victorian fixtures such as cast aluminium finials to aluminium railings,
- Mock stone walls

BACKGROUND REPORT

- Brick quoining,
- Formal gardens with low clipped hedging, fewer, smaller lawns
- Brick paving
- Dutch gables with prominent timber framing and ridge end finials.

The Internationalist style, uses

- Floor to ceiling windows in anodised aluminium frames,
- Parapet roof lines to disguise the roof tiling,
- Native bushland garden planting
- Serpentine in situ concrete garden path winding to the front door,
- Plain painted/rendered concrete or block work walls in subdued browns and greys.
- Exposed aggregate paving and coloured concrete block paving.

Since the bulk of the housing stock in Hamilton Hill dates from the 1950s and 1960s, houses built subsequent to that era tend to appear individually. One or two exceptions occur where a large older lot has been redeveloped to provide a group dwelling development. This often leads to groupings of buildings all displaying a single theme.

7.3.2.5 OWNER BUILDERS

A distinctive exception to the overt theming of recent housing styles has developed in Hamilton Hill, most noticeably on Healy Road west and around Bakers Square. Here a number of houses have been built using radically idiosyncratic styles.

The use of

- rubble stone walling, or cladding with concealed steel lintels,
- rammed earth wall construction,
- corrugated aluminium sheet cladding used horizontally in timber frames, and
- stained pine weather boards over the original fibro cement cladding material

are all examples of owner builders imposing their personal taste on the built form and finishes of their homes. The fact that this occurs most noticeably in the homes around Baker Square and Healy Road west deserves some consideration of the reason for these areas developing in such a distinct manner.

7.4 PUBLIC REALM

The public realm has been examined in terms of the streets and public open spaces (POS). These spaces are important shared places and their character reflects the shared identity of the community.

7.4.1 STREETSCAPE

A common tool for examining the quality of an areas streetscapes is a SAFE assessment. SAFE stands for 'Safety', 'Attractiveness', 'Friendliness', and 'Efficiency'. A SAFE Assessment was conducted on a selection of streets in Hamilton Hill. **Appendix 4** contains the SAFE assessment criteria.

More specifically the SAFE assessment aimed to assess the following;

- Safety: surveillance, lighting, parking, footpath widths and speed of passing traffic;

BACKGROUND REPORT

- Attractiveness: architectural features and street cleanliness;
- Friendliness: the nature of street activities; and
- Efficiency: design and condition of pedestrian infrastructure and pedestrian amenities.

There were 20 streets and sections of streets selected. These streets range in road hierarchy and location to get a comprehensive cover of the area.

From these surveys it was found that the quality of streetscape varied from poor to good. The overall safety of the area scored well with a good provision of street lighting and adequate levels of passive surveillance. Also, the passing traffic speed was found to be safe for pedestrians. The overall attractiveness of the streetscapes was of average quality. The amount of buildings fronting the street and the general cleanliness of the street was generally good but the building design and the lack of trees shading the footpaths scored poorly. The friendliness assessment was also found to be average due to the lack of continuity of uses along the street and the lack of outdoor areas and other uses which would provide opportunity for further surveillance. The level of efficiency of the streetscape overall was found to be slightly above average with generally well designed pedestrian paths and crossings that were mostly in good condition. Overall the streetscape was found to be of average condition with lots of room for improvements.

The community consultation carried out in October 2011 revealed that the community wishes to see more street trees planted. The City plans on undertaking a Street Tree Audit in 2013 which will feed into the preparation of a Street Tree Strategy. This Strategy will have a 5 – 10 year

horizon and will set priorities for street tree planting across the City of Cockburn. The Strategy will determine suitable trees for each locality. Street tree planting has occurred in an ad hoc manner over the last decade under the City's 2001 Green Plan. There are many practical challenges faced when undertaking street tree plantings, including achieving support from all residents and consensus on a tree species. It also relies on the community to water trees in the summer season after the tree has been in the ground for two years. The future Street Tree Strategy will need to address these implementation issues.

7.4.2 PUBLIC OPEN SPACE PROVISION AND QUALITY

In new residential estates, like the developments currently occurring in Atwell and Hammond Park in the City of Cockburn, 10% of the gross subdivisible area is required to be provided for POS. This standard has a long history in WA, stemming from the Perth's first metropolitan plan, the Stephen Hepburn Plan of 1955. POS provision calculations (refer to **Appendix 5**) show that Hamilton Hill currently has only 6.08%. As such in terms of the total area of POS Hamilton Hill appears to be undersupplied for Western Australian standards.

POS is generally described as either active or passive and generally there should be a balance between the two in an area. Active POS includes sports fields, court and also kick about areas, whereas passive open space includes recreation spaces not designed for physical recreation, but rather social recreation or aesthetic areas.

Figure 33 maps the location and walkable catchments of the local, neighbourhood and district park in Hamilton Hill.

BACKGROUND REPORT

Hamilton Hill is well provided with active POS and has more sporting reserves and facilities than other suburbs in the City of Cockburn (City of Cockburn Sport & Recreation Strategic Plan 2009). However, the suburb appears to be under provided for in terms of local and neighbourhood parks. These parks are generally designed to be used for passive recreation pursuits, such as picnicking, playing and resting.

To determine the quality of the POS areas in Hamilton Hill a survey was conducted. In general the parks are of an average to good standard of quality in terms of the infrastructure they contain and amenity. There were a few parks in which there was limited landscaping and park infrastructure such as seating, paths and play areas. The parks all appear to be well maintained.

The full POS Survey can be found in **Appendix 6**.

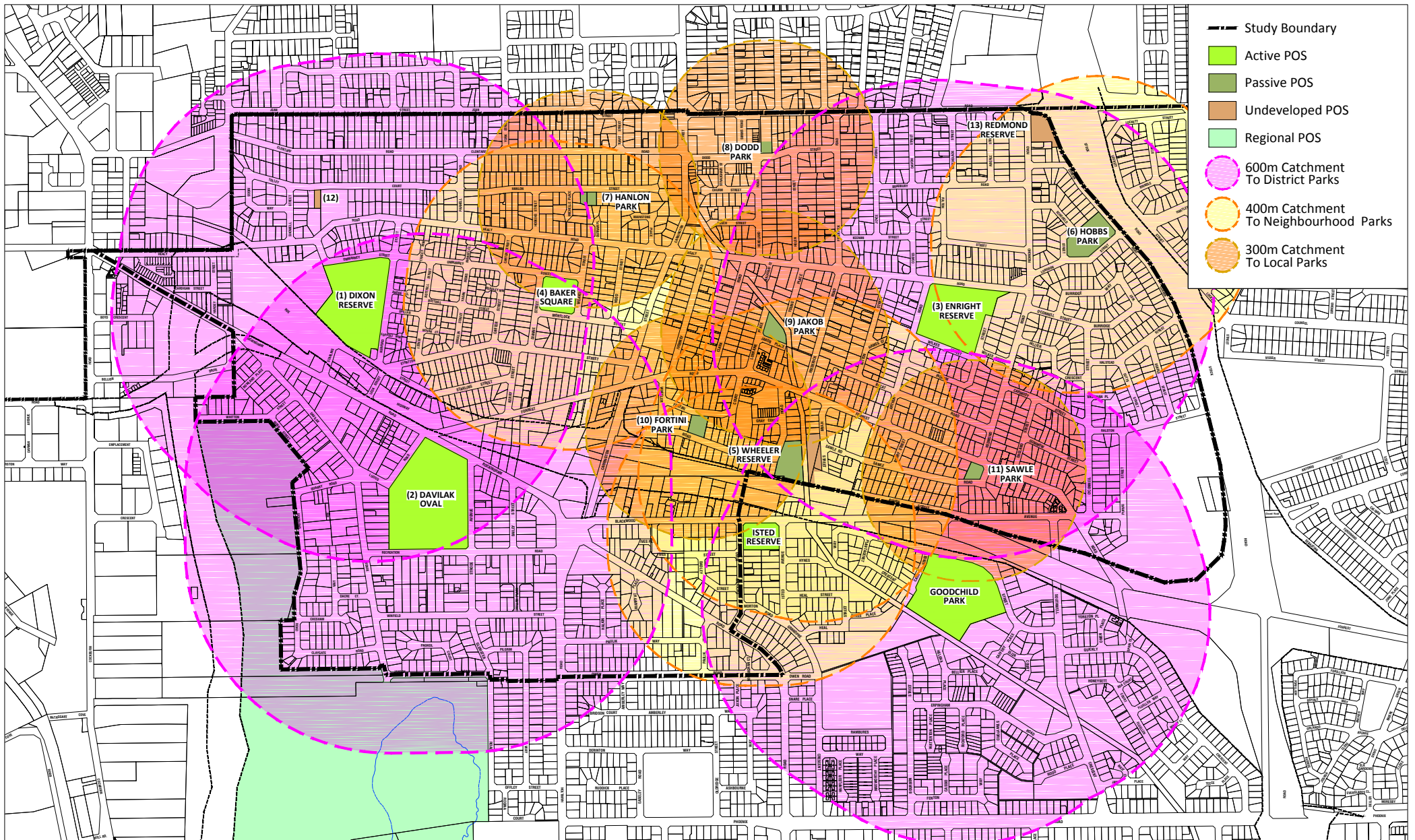


figure 33

Wetlands to Waters

BACKGROUND REPORT

7.5 ACTIVITY CENTRES AND COMMUNITY FACILITIES

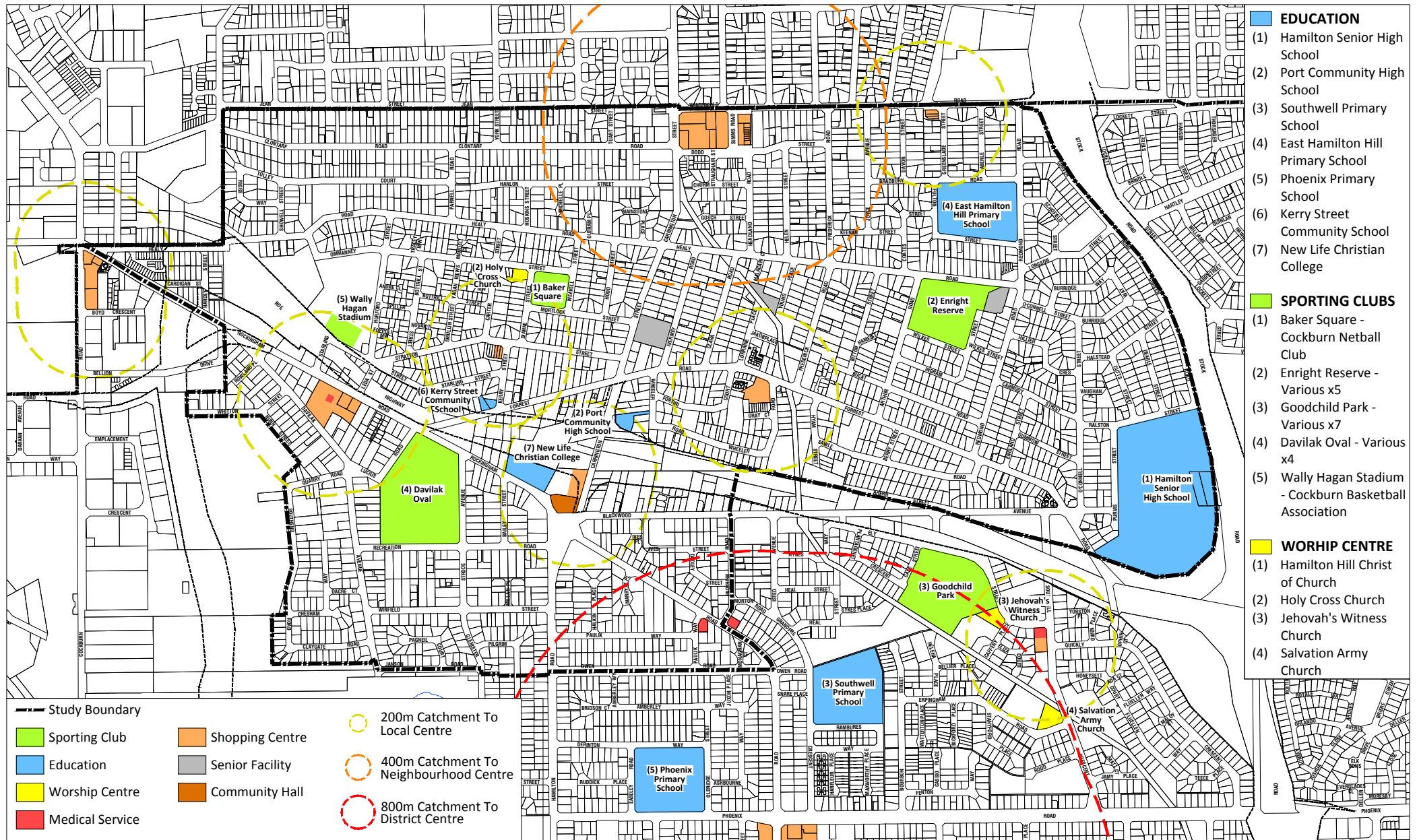
Hamilton Hill has two Neighbourhood Centres, Winterfold Road and Rockingham Road Centres and three local centres, Forrest Road, Stratton Street and Memorial Hall Centres. For metropolitan Perth standards the area is well serviced with retail centres. **Figure 34** shows the location of Hamilton Hill centres and their 400m walkable catchments. It also shows the full range of community services located in Hamilton Hill. Hamilton Hill is well provided for in terms of schools, medical facilities, places of worship, community halls and aged persons facilities. Interestingly, most of these community facilities are located outside of the five centres which are mainly retail focused. This dispersal of community facilities means that there is no significant concentration of activity in the area and reduces the sense of a community heart in the suburb.

The community consultation carried out in October 2011 confirmed this issue. Some of the core points raised by the community that relate to the suburbs centres were:

- There is no readily identifiable “heart” for Hamilton Hill, and this is regarded as a major shortcoming.
- There was strong community support for a community hub or hubs to be created within the suburb. These should be available as community gathering spaces, and ideally contain cafés and some limited local retail uses, meeting rooms and other community facilities, as well as local medical facilities and small, passive open space areas of quality.

- The Memorial Hall locality was identified by many as the suburb’s “heart”, and commonly cited as an ideal location for one such hub.
- The community complained that the suburb’s centres were generally of a poor standard of presentation, the lack of alfresco eating/drinking areas and good landscaping, the lack of variety of retail premises, and the inability of the centres to function as true multi-purpose community hubs and gathering spaces.

Section 9 provides a detailed outline of the community consultation outcomes.



BACKGROUND REPORT

7.5.1 CENTRE ANALYSIS

There are a number of physical challenges to the suburbs centres. There are also a number of opportunities which offer a chance to add to the 'community offering' in these centres. These issues and opportunities will be explored in this section of the following sections.

7.5.1.1 WINTERFOLD ROAD NEIGHBOURHOOD CENTRE

Winterfold Road Centre is the largest centre in Hamilton Hill and located on the northern boundary of the suburb. The Centre is located on a slope with a significant a 12m level change between the western and eastern extents of the Centre. The centre is almost completely retail focused with a small component of office uses.

It has two distinct sections the Simms Road shops set up on a tradition main street shopping model and the western side of the centre which contains isolated land use (tavern, fast food outlet, service station and offices) surrounded by car parking.

The Simms Road section of the centre contains a good range of retail (supermarket, bakery, butcher, chemist, newsagency, bank, hair dressers, post office, various take-way outlets etc). Simms Road streetscape has been recently upgraded by the City with new paving and street trees and is quite a pleasant pedestrian environment. Simms Road is very wide (29m) and car parking is located between the street and shops. As such the street environment is not well framed by the built environment and feels more like a thoroughfare than a public space

where the community can meet and gather while undertaking their shopping.

The western section of the Winterfold centre is not a pleasant pedestrian environment. The individual sites are poorly connected and surrounded by car parking designed for vehicle movement not the pedestrian. There are almost no shade trees in this section of the Centre.

There is also limited connectivity between the Simms Road shopping area and the western section of the Centre. This is due in part by the way the buildings have responded to the sloping topography of the site.

There is a small park located to the west of the centre which was created through the rationalisation of a drainage detention basin which has been made deeper and pushed to the northern side of the reserve. The park is a good addition to the centre, but unfortunately it is not well connected to the heart of the centre and does not function as a community gathering point.

There are a number of significant gum trees on the southern side of the Centre which provide an important visual relief from the aging urban environment.

7.5.1.1.1 *FUTURE DESIGN ASPIRATIONS*

In summary the key design and planning challenges facing the Centre are;

- Integrate more community facilities/services into the centre;
- Create a strong public space within in the Centre;

BACKGROUND REPORT

- Connect the two distinct sections of the Centre, the Simms Road shops and the western side of the centre.
- Transform Simms Road into a more intimate public street environment by encouraging the future redevelopment of shops to be set closer to the street.
- Improve the pedestrian environment in the western section of the Centre and create a better connection between the individual.
- Ensure the significant gum trees on the southern side of the Centre are maintained and protected in to the future.

7.5.1.1.2 *OPPORTUNITIES*

The large width of Simms Road (29m) which is in the management of the City provide a huge opportunity to introduce some land uses which add to the diversity of the centre and offer a community gathering point. Future development of part of this reserve would allow the City to create a more intimate street environment on Simms Road and create a high quality central public space in the Centre. A desk top investigation into the Simms Road Reserve has been undertaken and a preliminary concept has been prepared (refer to **Figure 13** in Section 2.5).

BACKGROUND REPORT

7.5.1.2 ROCKINGHAM ROAD NEIGHBOURHOOD CENTRE

The Rockingham Road Centre is the second largest centre in the suburbs and is located on the western side of the Study Area. The Centre is located on the southern side of Rockingham Road which is a four lane high traffic volume road. Rockingham Road is also a high frequency bus route and there is a stop just at the Centre. The Centre lies on three separate lots which are in single ownership. The Centre is surrounded on both sides of Rockingham Road by land zoned Mixed Business which contains bulky goods (including motor vehicles and motor bikes and mowers) showrooms and hire places.

Similarly to Winterfold Road Centre it contains predominantly retail uses. The Centre itself is one building containing a super market, function centre, chemist, fitness centre, bike shop, florist and fast food outlet. Parking surrounds the Centre with servicing areas located at the rear.

The Centre lacks a high quality public space. Rockingham Road is the only public space in the Centre and it is a very busy road with little pedestrian amenity. The City's traffic modelling shown that Rockingham Road, west of Forrest Road, will have a daily traffic volume in the order of 28,000 vehicles by 2031, which is close to a doubling of the current traffic volumes recorded in recent years. Rockingham Road is currently a barrier to pedestrians accessing the Centre from residential areas north of Rockingham Road. The expected increase in traffic volumes will only increase its barrier affect and is likely to create a serious safety hazard.

The much of the land to the north of the Centre lies within the Roe Highway Reserve or is affected by the uncertainty created by the Reserve. This land is not well maintained and creates a poor frame to the Centre.

7.5.1.2.1 *FUTURE DESIGN ASPIRATIONS*

In summary the key design and planning challenges facing the Centre are;

- A lack of a high quality public space;
- Lack of community facilities or services other than retail;
- Undertake measures to calm Rockingham Road to reduce its barrier affect to the Centre; and
- Improve the pedestrian amenity along Rockingham Road;

7.5.1.2.2 *OPPORTUNITIES*

Rockingham Road Centre is in single ownership which offers advantage when the time comes to redevelop the Centre. The City will need to work actively with the landowner at this time to overcome the previously outlined design issues.

BACKGROUND REPORT

7.6 MOVEMENT NETWORK

7.6.1 ROAD NETWORK

A comparison of historical and forecast weekday traffic data for study area (Table 11) suggests that the major roads within the study area are currently operating within capacity and at an appropriate level considering their function within the road network. Important medium-long term changes in the traffic forecasts for these roads that should be noted include:

- The 2006 District Traffic Study predicts a significant increase in traffic of 150% for Clontarf Road, between York Street and Carrington Street;
- The 2006 District Traffic Study predicts significant increases in traffic on Forrest Road;
- The Draft Roe 8 Road Network Assessment prepared by South West Metro Connect in 2011 predicts a significant increase in traffic on Healy Road, west of Carrington Street;
- The Draft Roe 8 Road Network Assessment predicts a significant increase in traffic on Redmond Road;
- The District Traffic Study predicts a significant increase in traffic on Rockingham Road, between Cockburn Road and Forrest Road. However, this is not supported by available traffic data.
- The 2006 District Traffic Study and Roe 8 Road Network Assessment both predict a significant increase in traffic on Southwell Crescent,

although the forecast increases are quite different;

- The 2006 District Traffic Study and Roe 8 Road Network Assessment both predict a significant increase in traffic on Stock Road.

In 2012 the City is preparing an updated District Traffic Study which will provide the City with up to date modelling for the Study Area. The modelling will feed into the City's road infrastructure expenditure in order to maintain a safe efficient movement network. The increases suggested by the 2006 District Traffic Study and the Draft Roe 8 Road Network Assessment are likely to having noticeable impacts for the residents of the affected streets. Some of the predictions will not be realised as they do not match the existing and planned character for those streets and through modifications of the road network the City will divert some of this traffic onto more suitable routes.

A review of the 5-year reported crash history (Table 12) show that when it is considered how much traffic would have travelled through these intersections over a 5-year period, most of the intersections can be considered to have minor reported crash histories. As expected, those intersections with a higher frequency of crashes are typically the signalised intersections on the roads that have the more important function and carry the highest volume of traffic in the study area.

Figure 35 shows the road hierarchy within Hamilton Hill.

BACKGROUND REPORT

Table 11 Comparison of historical and forecast weekday traffic data for study area

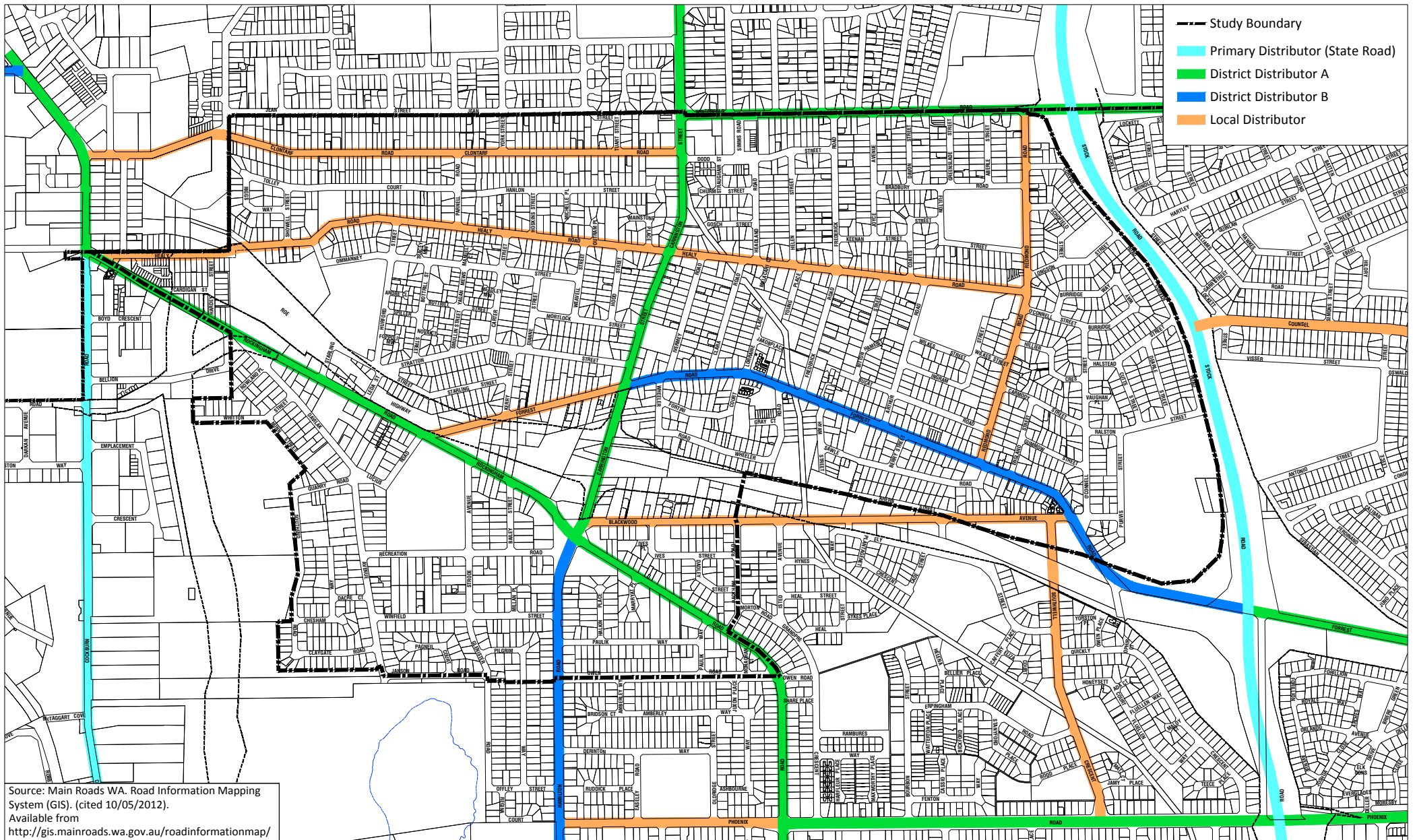
Road	Road section	Average Weekday Traffic		2006 District Traffic Study			Roe 8 Road Network Assessment ²	
		Volume	Month/ Year	2016 ¹	2031 w/o Roe 8	2031 with Roe 8	2021 w/o Roe 8 ³	2021 with Roe 8 ⁴
Blackwood Ave	Carrington - Southwell	1,285	4/2012	NA	NA	NA	2,400	NA
Carrington St	Winterfold - Forrest	16,221	10/2007	12,620	12,710	13,060	14,400	14,100
	Forrest - Rockingham	15,833	11/2007	10,040	9,810	11,170	9,800	10,500
Clontarf Rd	Mather - York	4,797	2/2006	5,780	6,060	5,530	NA	NA
	York - Carrington	3,318	4/2009	8,290	8,380	8,280	7,800	6,800
Forrest Rd	Rockingham - Carrington	1,961	2/2006	5,360	5,200	11,060	5,200	3,200
	Carrington - Redmond	6,472	9/2006	6,630	7,680	17,360	7,900	5,600
	Redmond - Stock	7,200	6/2010	9,200	9,940	19,080	11,000	4,800
Hamilton Road	South of Rockingham Rd	8,391	4/2002	6,750	8,690	8,390	7,000	6,800
Healy Rd	East of Carrington St	1,247	11/2007	NA	NA	NA	NA	NA
	West of Carrington St	764	6/2009	NA	NA	NA	5,500	5,600
Redmond Rd	Winterfold - Healy	2,214	11/2007	NA	NA	NA	9,300	11,700
	Healy - Forrest	1,820	2/1998	NA	NA	NA	7,300	4,800
Rockingham Rd	Cockburn - Forrest	14,415	3/2006	24,060	25,490	27,950	NA	NA
	Forrest - Carrington	NA	NA	18,920	20,420	17,100	NA	NA
	Carrington - Phoenix	16,040	10/2005	19,640	18,910	16,710	8,700	12,000
Southwell Cr	Phoenix - Blackwood	2,666	6/2011	NA	13,920	15,340	7,000	6,200
Stock Rd	Winterfold - Forrest	24,940	2/2010	35,300	67,180	48,220	32,600	54,800
Winterfold Rd	Carrington - Stock	12,948	9/2007	12,600	13,340	12,730	14,500	15,700

1. 2016 forecasts – without Roe Highway Stage 8 or North Lake Road Bridge.
 2. Data source – Draft Roe Highway Extension Road Network Assessment (South Metro Connect) 8 March 2011
 3. Option A
 4. Option 4 – Stock Road Grade Separation
- NA = Not available

BACKGROUND REPORT

Table 12 5-year reported crash history

Intersection	No. of crashes	No. of casualty crashes	Crash frequency trend	Black Spot	Predominant crash type
Carrington St / Winterfold Rd	23	10	Increasing	✓	Rear-end (70%)
Carrington St / Clontarf Rd	6	2	Reducing	✓	Indirect right-angle (67%)
Carrington St / Healy Rd	1	0	-	✗	Off-path
Carrington St / Forrest Rd	15	4	Stable	✓	Right-angle/Indirect right-angle (53%)
Clontarf Rd / Mather Rd	4	1	Increasing	✗	Off-path (75%)
Clontarf Rd / Parnell Rd	4	0	Stable	✗	Rear-end (50%)
Forrest Rd / Redmond Rd	2	1	Reducing	✗	
Forrest Rd / Blackwood Rd	10	4	Stable	✓	Right-angle (80%)
Healy Rd / Parnell Rd	5	1	Reducing	✓	Off-path (80%)
Healy Rd / Redmond Rd	2	0	-	✗	
Rockingham Rd / Cockburn Rd	24	3	Reducing	✓	
Rockingham Rd / Forrest Rd	5	1	-	✓	Off-path (60%)
Rockingham Rd / Carrington St	40	8	Stable	✓	Rear-end (55%)
Winterfold Rd / Redmond Rd	9	4	Stable	✓	Right Angle/Right-turn through (67%)



BACKGROUND REPORT

7.6.1.1.1 ROE HIGHWAY

The Roe Highway Primary Regional Road Reserve under the Metropolitan Region Scheme (MRS) runs through the Hamilton Hill Revitalisation Study Area. The Reserve severs the neighbourhood and due to the uncertainty of the future of the Reserve the properties within and surrounding the Reserve are prone to blight and neglect.

Under the MRS responsibility for the planning for land in a Regional Reserve falls to the Western Australian Planning Commission (WAPC). The planning for the Reserve through this section of Hamilton Hill has not been finalised and is dependent on the State Government's final decision on whether to construct Roe Highway from the Kwinana Freeway through to Stock Road as proposed under the Roe 8 project.

The City is not supportive of the extension of the Roe Highway west of Kwinana Freeway through the Reserve. Accordingly, if this reservation is ultimately removed through Hamilton Hill and made available for development, there could be a variety of urban infill / open space scenarios explored. But this is a matter for further determination especially at the State Government level. The Strategy accordingly ensures that it has no reliance upon any decision being made about future roads associated with Roe Highway, and instead advocates for the removal of this as a regional road. This would create a unique opportunity for the suburb in terms of urban regeneration and new open space provision.

If a decision was made by the State Government to deliver a road however, it would be critical to try to manage the impact and severance this would have on a community like

Hamilton Hill. This would be through design responses such as:

1. Making sure it is an urban standard road which provides several crossing points for local traffic so as not to sever the area in two.
2. Ensure protection of local heritage places including significant trees which exist within the current reserve.
3. Ensuring that development is able to respond and be presented to the road, rather than be orientated with their back on to the road. This will be critical in maintaining its urban feel as part of the area.

Again this Revitalisation Strategy aims for the position of the Roe Highway road not being required, and accordingly the preceding commentary should not be taken as indicating any level of support for the road being delivered into the future.

7.6.2 BUS NETWORK

The Hamilton Hill Revitalisation Strategy Study Area is well serviced by high and a low frequency bus routes. The High frequency bus routes run every 10-20 minutes weekdays along major roads via the bus transfer hub adjacent to Memorial Hall at the corner of Carrington and Rockingham Road. There are multiple non high frequency bus routes which run along the minor roads within Hamilton Hill. The bus network connects the Study Area to Fremantle, Phoenix District Centre and Perth via Cockburn Central.

BACKGROUND REPORT

7.6.3 FOOTPATH AND BICYCLE NETWORK

The Hamilton Hill Revitalisation Strategy Study Area has one Perth Bicycle Network (PBN) route passing through it and a reasonable coverage of existing footpaths, shared use paths (SUP), on-road cycle lanes and local bicycle friendly streets. **Figure 37** shows the Bicycling infrastructure within Hamilton Hill.

PBN Route SW10 has an east-west alignment through the Hamilton Hill Revitalisation Strategy study area. This route connects the Coastal foreshore path at South Fremantle in the west to Bibra Lake in the east and travels through the study area primarily along Healy Road, O'Connell Street and Ralston Street. This route links local cyclists to recreational facilities at South Beach, Hagan Stadium and Enright Reserve; the Coastal foreshore path which provides a safe off-road connection to Fremantle; educational facilities at Hamilton Senior High School; and recreational facilities at Bibra Lake.

To complement the study area's existing path network there are a number of bicycle paths and footpaths planned for the study area, as identified in the City's Bicycle

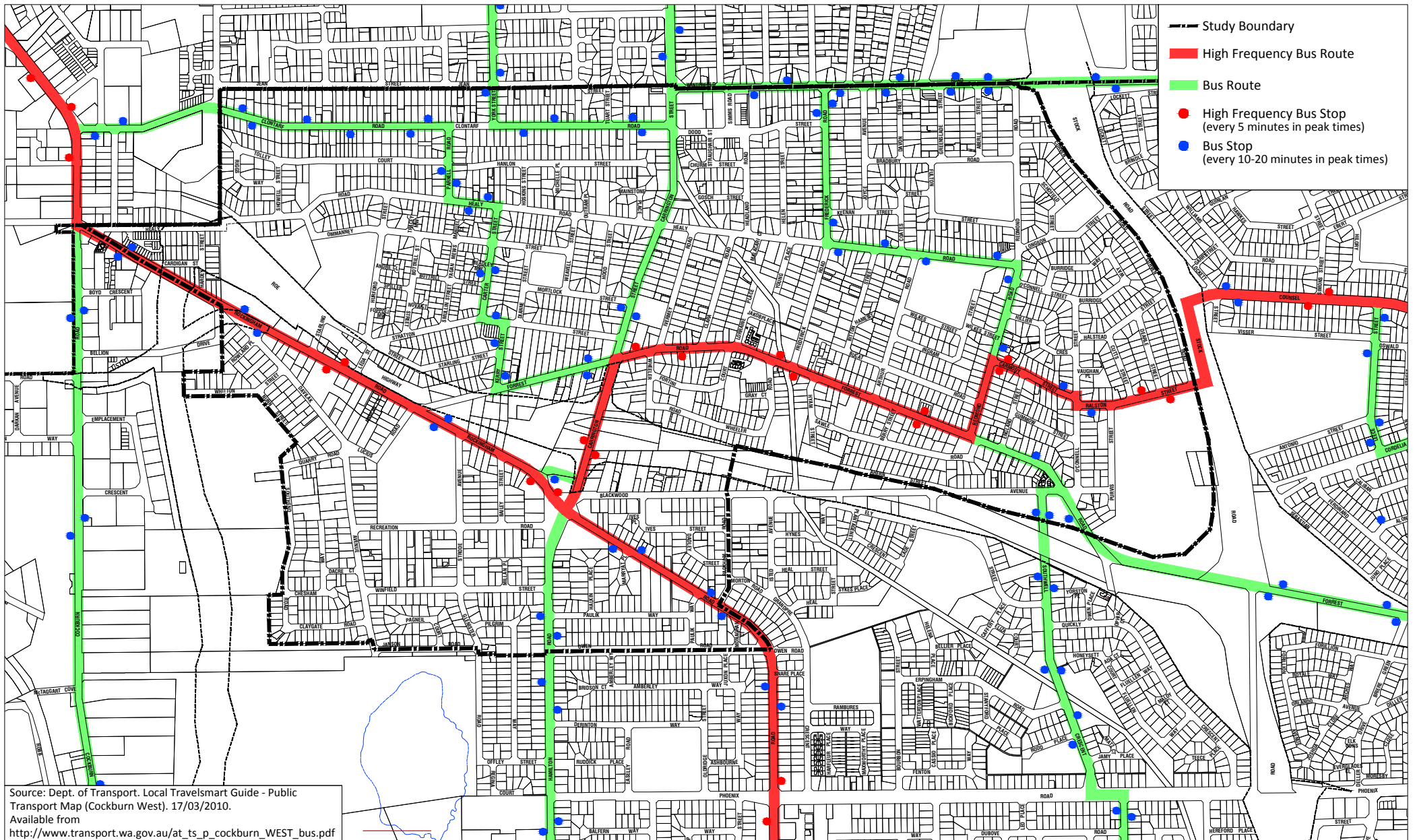
Table 13 Footpath recommendations

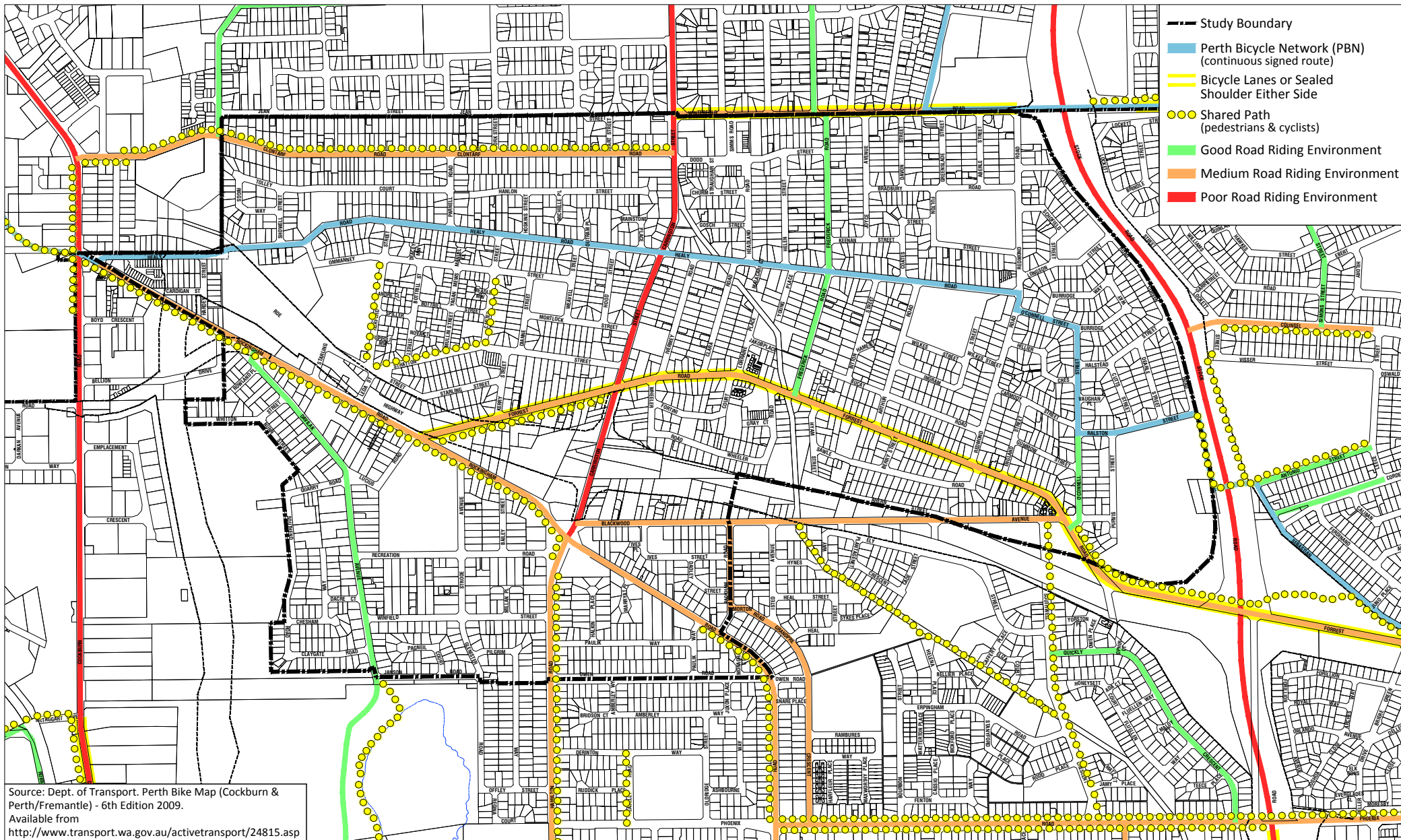
ID	Road	Description	Priority
FP1	Ommaney Street	New footpath to improve access to Dixon Reserve	Medium
FP2	Hyam Street / Sawle Road	Provision of footpath to connect to Forrest Road – none currently provided	High
FP3	Azelia Road / Davilak Avenue	Provision of an SUP to improve access to Beelir Regional Park and Manning Park. SUP chosen to improve access for cyclists also.	Medium

Network and Footpath Plan, dated July 2010 (See **Table 13** and **14**). These paths have not yet been constructed and need to be included in the City's Capital Works programme. The construction of a SUP along Stock Road / Rockingham Road is desirable as it would provide a safe off-road route separate from the high volume of traffic and large vehicles using these roads. However, the cost of such a long regional path through the city would be significant and as these roads are managed by Main Roads Western Australia it is preferred that they fund and construct the SUP. The oil pipeline reserve trail is partly complete, as the section between Blackwood Avenue and Phoenix Road has been constructed.

Table 14 Shared use path recommendations

ID	Road	Description	Priority
B3	Stock Road / Rockingham Road SUP	Construction of a SUP between Wattleup Road and Winterfold Road (ultimately extending north to Canning Hwy and south to Rockingham).	Medium
B4	Rockingham Road	Construction of either an on-road or off-road facility on Rockingham Rd, from Stock Road to Cockburn Road.	Medium
B13	Extension of Winterfold Road SUP	Provision of pavement markings for the SUP on the northern side of Winterfold Road from Stock Road through to Collick Street.	Medium
B22	Oil Pipeline Reserve Trail	Construction of a new SUP along the oil pipeline reserve between Rockingham Road and Forrest Road.	Medium





BACKGROUND REPORT

In addition, the Bicycle Network and Footpath Plan identified a number of other further investigations relevant to the study area (See Table 15). The first two items above have not yet been undertaken. The third item is not considered possible without road widening because Healy Road is either approximately 6 or 7.4 metres wide, depending on the location. A road width of at least 8.4 metres wide is required to provide 2 x 3.0 metre wide traffic lanes and 2 x 1.2 metre wide on-road cycle lanes. In addition, on-road cycle lanes are recommended for roads that have daily traffic volumes greater than 3,000 vehicles, whereas Healy Road has maximum traffic volumes in the order of 1,200 vehicles per day.

Table 15 Further investigation recommendations

ID	Item	Description	Priority
FI 1	Schools Access Plan and Safe Routes to School	Detailed site specific investigations of pedestrian and cyclist accessibility at schools throughout the City.	High
FI 4	Kerbside lane and on-road markings review	Review of City roads to identify where on-road cycle lanes can be provided.	High
FI 5	Healy Road	Investigate installation of on-road cycle lanes along the full length of road.	High

8 URBAN INFILL AND MEDIUM DENSITY DEVELOPMENT: LESSONS LEARNT BY THE CITY

The City has experienced increasing amounts of medium density development over the last 10 years. Medium density under the R-Codes includes R30-R60. In general the City is pleased with the outcomes of this medium density development which is occurring in places of high amenity, convenience and accessibility. However, the City has observed a number of negative design outcomes common to the medium density development applications it receives. Most of the time the City through the development application process is able to negotiate design changes which remove or reduce the impact of these design issues. Sometimes though, the City is limited in its ability to require modifications due to 'gaps' in the existing development controls for medium density residential development. The common negative design outcomes occurring in the City's medium density development are discussed in the following sections. The Revitalisation Strategy addresses these negative design outcomes wherever possible.

8.1 PRIVATE ACCESS WAYS

Private access ways are the driveways accessing multiple single, grouped or multiple dwellings which are privately owned and shared by all residents within the development. The R-Codes provides very basic controls for the design of private access ways and the City has observed development which complies with the R-Code's requirements that do not meet its expectations and

BACKGROUND REPORT

aspirations for the City. The City has observed the following poor development outcomes which are being created under the existing R-Code requirements for private access ways:

- Poorly landscaped and maintained spaces;
- Harsh environments in summer with limited shade and heat build up from pavement;
- Inconvenient visitor parking resulting in people parking over footpaths;
- Extensive systems of private access ways with one connection to the public road network which reduces safe and convenient vehicle movement through the site.

Figure 38 to 39 document some of the poor private access way environments.

Figure 38 Poorly landscaped private access way without shade trees



Figure 39 Poorly maintained private access way with no footpath



The design controls placed on private access ways under the R-Codes are essentially limited to dimension specifications. The R-Codes require that private access ways are required to be not narrower than 3m when serving four dwellings and not narrower than 4m when servicing five or more dwellings. The R-Codes also requires a 0.5m gap between the access way and an adjacent side lot boundary.

Section 2.3.4 of the Revitalisation Plan proposes change to *APD58 – Residential Design Guidelines* to address these design failures.

8.2 WASTE MANAGEMENT

Waste management for medium density development has become a significant planning and management issue to the City. Most medium density developments are not designed for rubbish trucks to access individual dwellings and therefore the common practice is for individual bins to be stored in a centralised storage area or adjacent to individual dwellings and then placed on the street verge for collection once a week. This is not generally a problem for smaller medium density developments, however for larger scale medium density developments several issues emerge, including:

- Long carting distances between the bin storage area and the street which are difficult for aged or disabled residents.
- Large numbers of bins being presented on the street verge which is unsightly. In addition many of these bins are not usually full as the smaller households produce less waste. Therefore, it is

BACKGROUND REPORT

unnecessary for so many bins to be placed on the street for collection.

- Bin storage areas, whether located adjacent to individual dwellings or in centralised storage areas can have a negative visual impact on the development. Centralised storage areas often become unkempt and unattractive and bins located adjacent to individual dwellings within the setback between the house and driveway is also not ideal.

Section 2.3.3 of the Revitalisation Plan proposes change to *APD58 – Residential Design Guidelines* to address these design failures.

8.3 OPEN SPACE AND DWELLING SIZE

The City has observed many medium density development applications where in order to fit a single storey, two plus bedroom dwelling onto a small lots, open space and internal living space as been so compromised that the City is concerned for the living conditions of the future residents.

Generally, the internal programme and floorspace of a dwelling are not considered planning issues. However, the City wishes to ensure its housing stock meets the needs of its community and offers them high quality living conditions. As such the City views two or three storey development as a much more appropriate way of ensuring adequate internal floorspace and external open space is provided on these small lots.

Section 2.3.2 proposes change to *APD58 – Residential Design Guidelines* to allow three storey development on

the higher end of the medium density codes (i.e. R40-R60). Section 2.3.1 also requires that development within the split coding of R20/60 at the maximum density of R60 deliver the majority of dwellings (80%) as two storeys or more.

9 STAKEHOLDER CONSULTATION

Stakeholder consultation took place in four forms;

- A resident and property owner's survey;
- Two community visioning forums;
- Meetings with relevant Government Agencies; and
- Formal public advertising of the Strategy.

The outcomes of the consultation with these stakeholders are outlined in this section of the Strategy.

9.1 COMMUNITY CONSULTATION PRIOR TO PREPARATION OF STRATEGY

Consultation with the Hamilton Hill community was undertaken upfront to ensure their views informed the preparation of the Strategy. In September and October 2011 the City engaged with the community through a survey and two community visioning forums.

9.1.1 HAMILTON HILL RESIDENTS AND PROPERTY OWNERS SURVEY

All Hamilton Hill residents and property owners were sent a survey to gauge their opinions on a number of topics relating the future of the suburb and satisfaction with the areas parks, street environment, pedestrian and cycle paths and traffic. Over 600 completed surveys were returned to the City.

9.1.1.1 OUTCOMES

Some of the key outcomes of the Residents and Property Owners Survey were:

- 71% of the respondents supported some increase in the housing in the suburb.
- 24% of the respondents did not support an increase in the amount of housing in the suburb.
- 45% of the respondents would definitely or probably consider subdividing their property upon any rezoning.
- 41% of the respondents would definitely not or probably not consider subdividing their property upon any rezoning.
- More respondents (53%) did not agree with the statement "In general, the streets in Hamilton Hill are attractive". 40% of respondents did agree with the statement.
- When asked what you would change about the street environment in Hamilton Hill the most common response by far was increase street trees.
- Significantly more respondents (49%) did not agree with the statement "In general, Hamilton Hill is well connected with a system of safe, well maintained cycle paths". 21% of respondents did agree with the statement.
- When asked what other comments you have in respect to pedestrian and cycle paths and/or traffic the most common response by far was more bike lanes and cycle paths.
- When asked about the quality of their local parks and the provision of various park infrastructure, most respondents were positive about their

BACKGROUND REPORT

locals parks and park infrastructure, with the exception of access to good picnic areas, adequate seating and lighting.

- 61% of the respondents felt that the heritage of Hamilton Hill was important to them.
- 91% of the respondents felt that the many trees in Hamilton Hill were important to them.

A detailed account of the outcomes of the Residents and Property Owners Survey is provided in **Appendix 7**.

9.1.2 COMMUNITY VISION FORUMS

Two community forums were held by the City in October aimed at drawing out and articulating Hamilton Hill residents' "vision" for the future development of their suburb.

The two Forums were held on:

- Sunday 16th of October 10.30am – 3.00pm, and
- Thursday 20th October 5.00pm – 9.30pm.

The first Forum was attended by 42 community members, and the second by 87.

9.1.2.1 WORKSHOP STRUCTURE

Attendees were separated into tables and were asked to discuss the following questions;

- What aspects of Hamilton Hill do you value and are important to maintain for the future?
- Are there problems with the way Hamilton Hill has been developing?

- What directions should future growth and change in Hamilton Hill take? (e.g. relating to housing types and locations, open spaces, community facilities, shopping and commercial areas, roads, footpaths, public transport, streetscapes, safety and security etc.).

The tables were also asked to respond to three further questions:

- (i) What is your table's "appetite for change" regarding the future development of Hamilton Hill? i.e. none, modest, moderate, high or very high?
- (ii) What is your table's "vision" for Hamilton Hill in 5, 10 and 20 years' time?
- (iii) What are your table's priorities for change?

The Forum attendees were also asked to complete a questionnaire that covered more specific matters relating to the way the attendees view their suburb. The questionnaire and a summary of the responses can be found **Appendix 8**.

9.1.2.2 CONSULTATION OUTCOMES

A spokesperson from each table presented their table's responses to the six questions. Both individual comments and collectively-held views were articulated.

A number of clearly identifiable and consistent responses emerged from these table presentations. These consensus themes were consistent across both Forums. A subsequent review and tabulation of all the returned questionnaires also revealed consistent responses, and

BACKGROUND REPORT

verified the collective table responses (see **Appendix 4** for questionnaire response tabulation).

The consensus community positions and themes of Forums were:

1. There is an appetite for a “modest to moderate” degree of change. Subdivision of single lots presently accommodating a single dwelling should generally be permitted, so that two dwellings can be accommodated. Generally speaking, two side-by-side dwellings would be more acceptable than a “house behind an existing house”. In these situations, dwellings of two storeys in height would be acceptable.
2. A greater range of dwelling types (town houses, units, flats, ancillary dwellings in back yards) should be developed and made available, so that residents can “age in place”, and not have to leave Hamilton Hill to find alternative, more appropriate housing types as their accommodation needs change over time. However, these higher density-type dwellings should only be provided in *targeted areas*, such as around shopping centres and along main public transport routes. In these situations, dwellings of up to three storeys maximum could be acceptable.
3. Affordability of housing needs to be protected. New housing should be of a high quality.
4. The introduction of more retirement housing would be well supported.
5. There is no readily identifiable “heart” of Hamilton Hill, and this is regarded as a major shortcoming.
6. There is strong support for a community hub or hubs to be created within the suburb. These should be available as community gathering spaces, and ideally contain cafés and some limited local retail uses, meeting rooms and other community facilities, as well as local medical facilities and small, passive open space areas of quality. The Memorial Hall locality was identified by many as the suburb’s “heart”, and commonly cited as an ideal location for one such hub.
7. Existing public open space reserves are highly valued, but their potential is largely unrealised. The opportunity exists to upgrade and improve them to encourage greater usage, particularly by the youth in the community. The value of the POS reserves will increase over time as population and demand increases.
8. Manning Park is heavily used and highly valued. The community has many ideas for upgrading the park, and increasing its usability and facilities. Enright Reserve, Dixon Park and Baker Square are also highly valued.
9. The good spatial distribution of small local shopping centres within Hamilton Hill is considered an asset by the community, however the generally poor standard of presentation of the buildings and parking areas, the high number of

Manning Park is seen as the best community focus currently available, while the Memorial Hall locality and Baker Square are seen as possible potential “hearts”. Fremantle and South Beach are regarded as the most important external foci for the community.

BACKGROUND REPORT

- vacant tenancies, the lack of alfresco eating/drinking areas and good landscaping, the lack of variety of retail premises, and the inability of the centres to function as true multi-purpose community hubs and gathering spaces are all identified shortcomings.
10. The Dodd Street/Simms Road shopping centre, and the IGA/Rockingham Road shopping centre are very well patronised by Hamilton Hill residents, more so than the large Phoenix Shopping Centre nearby.
 11. The footpath and cycle path system needs to be upgraded and extended to allow Hamilton Hill to be better connected to surrounding areas, especially the coast. Paths should be designed with greater consideration for the disabled and people with prams.
 12. The City should embark upon a “greening programme” to improve streetscapes. More street trees and better presented street verges are required, and existing mature trees protected. Existing bush land should be protected and better managed.
 13. Underground power is supported, and a substantial majority see it as a priority.
 14. Upgraded streetscapes and “entry statements” should be provided at the main entries into the suburb to heighten the sense of arrival, to increase awareness of local identity, and to encourage community pride.
 15. Better public transport is warranted, and a light rail connection to Fremantle along Rockingham Road should be a priority.
 16. Rockingham Road and Carrington Street require priority action to improve streetscapes, reduce traffic speeds and improve traffic and pedestrian safety. Healy Road, Forrest Road and Hamilton Road also require attention.
 17. Roe Highway should be removed from the MRS, and the space developed as a local east-west access route and “greenway”.
 18. Overall, co-ordinated and orderly change would be welcomed by the Hamilton Hill community, and the sooner this occurs, the better.

9.1.3 COMMUNITY CONSULTATION SUMMARY

The key outcomes of the community consultation undertaken before preparing the Strategy were:

Support for urban infill

- Residents generally support urban infill in Hamilton Hill. Support is generally for modest change throughout the suburb and moderate change in targeted areas.
- There is a portion of the community (24% of respondents to the Residents and Property Owners Survey) that do not support urban infill in Hamilton Hill.

Hamilton Hill Centres

- There is no readily identifiable “heart” in Hamilton Hill, and this is regarded as a major shortcoming.

BACKGROUND REPORT

- There is strong support for a community hub or hubs to be created within the suburb. These should be available as community gathering spaces, and ideally contain cafés and some limited local retail uses, meeting rooms and other community facilities, as well as local medical facilities and small, passive open space areas of quality.
- The community is unhappy with the generally poor standard of presentation of the buildings and parking areas, the high number of vacant tenancies, the lack of alfresco eating/drinking areas and good landscaping, the lack of variety of retail premises, and the inability of the centres to function as true multi-purpose community hubs and gathering spaces are all identified shortcomings.
- The Winterfold Road Centre and the Rockingham Road Centre are very well patronised by Hamilton Hill residents, more so than the large Phoenix Shopping Centre nearby.

Public Realm: Streetscapes and POS

- The community is not satisfied with the general appearance of the streets in Hamilton Hill. They wish to see more street trees planted.
- The many trees in Hamilton Hill are important to the community.
- The community is generally satisfied with the quality of their local parks and the provision of various park infrastructure with the exception of access to good picnic areas, adequate seating and lighting.
- The community feels that the potential of Hamilton Hills parks are largely unrealised and the opportunity exists to upgrade and improve them.

Movement Network

- The community is not satisfied with the cycle paths in Hamilton Hill. They wish to see more bike lanes and cycle paths.

Character

- The heritage of Hamilton Hill is important to the community.

9.2 CONSULTATION VIA PUBLIC ADVERTISING

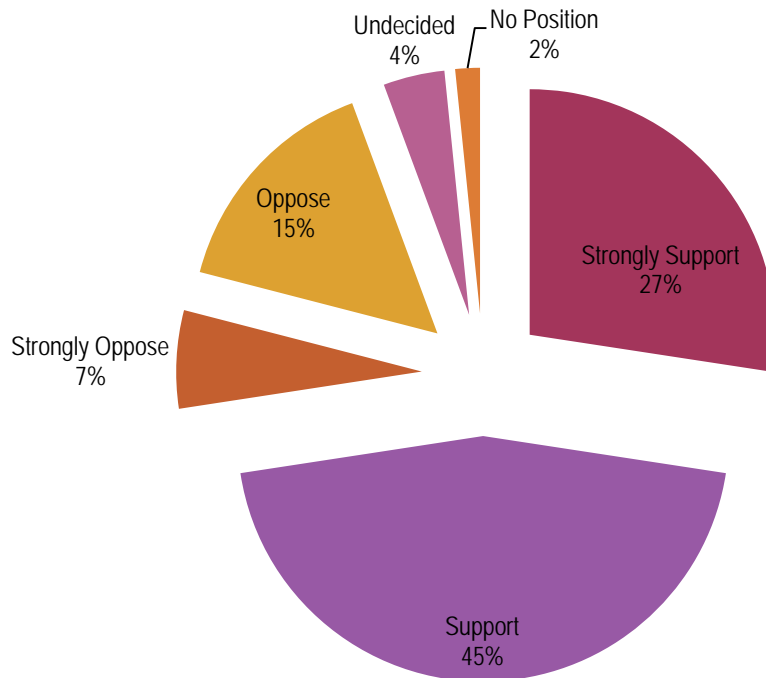
Submissions on the draft Strategy were received during the public advertising period that ran for 60 days from 27 June to 28 August 2012. These submissions are tabled in **Appendix 9**. All landowners and residents were notified of the advertising period via a letter. During the advertising period the City ran two community open days, one at Memorial Hall in Hamilton Hill and one at the City offices. A total of 132 submissions were received, 8 of these were from Government Agencies. The key outcomes of the public advertising of the draft Strategy were:

Breakdown of Responses

- Of the 132 responses submitted to council during the community advertisement period, 72% of responses supported the strategy, 22% opposed the strategy and 6% were still undecided on their view (See **Figure 40**).

BACKGROUND REPORT

Figure 40 Submissions on the draft Strategy



There were two clear reasons submissioners gave for their support for the draft Strategy, 'wishes to redevelop' and 'achieving a sustainable urban development outcome', representing 23% and 16% of supporting reasons chosen respectively. Less common reasons for supporting the draft Strategy included, 'improved aesthetics, 'personal financial benefits for residents' and 'increased residential densities'. **Table 16** shows a breakdown of submissioner's reasoning for supporting the draft Strategy.

The most commonly stated reason for opposition to the draft Strategy were 'increased traffic, congestion, parking issues', receiving a total of 23 mentions in submissions, making up almost 1/3 of submission responses opposing

the proposed strategy. Similar to the submissions received in relation to the public survey, the second most commonly mentioned concerns related to 'removal of street trees' and 'decreased safety for children when playing', each mentioned 8 times amongst the submissions received, overall making up 20% of the opposing reasons against the strategy. Together, these three reasons opposing the strategy make up 50% of the total submissions against the strategy. The following table briefly outlines the remaining responses received as submissions relating to the Hamilton Hill revitalisation strategy. **Table 17** shows a breakdown of submissioner's reasoning for not supporting the draft Strategy.

BACKGROUND REPORT

Table 16 Submissioner's reasoning for supporting the draft Strategy.

Reason for Support	Number of Mentions	Percentage of Reasons for Support
Maximization of government resources	4	6%
Attraction of more residents	4	6%
Support local businesses	3	5%
Improved walkability	1	2%
Improved safety of area	1	2%
Promotion of community hubs	2	3%
Allows development that suits changing demographics	1	2%

Table 17 Submissioner's reasoning for not supporting the draft Strategy.

Reason for Opposition	Number of Mentions	Percentage of Reasons for Support
Increased residential densities will produce condensed living	4	5%
Insufficient densities for my land	5	6%
Reduced private open space	4	5%
Reduced privacy	5	6%
Overshadowing	2	3%
Increased antisocial behaviour	3	4%
Concern about increased public housing	4	5%
Concerns about the implementation of proposed planning controls	1	1%

BACKGROUND REPORT

9.3 GOVERNMENT AGENCY CONSULTATION

9.3.1 DEPARTMENT OF PLANNING

The Department of Planning (DoP) expressed support for the urban infill objective of the Hamilton Hill Revitalisation Strategy.

The issue of how to support and promote coordinated redevelopment of existing single dwellings into medium density housing was discussed. The DoP provided a number of examples where Perth local authorities were attempting to implement policies which encouraged improved urban infill outcomes. These examples were investigated by the City to inform the preparation of the Hamilton Hill Revitalisation Strategy.

The DoP stated that they supported the continuation of the 'built form' approach adopted by the Phoenix Revitalisation Strategy and *APD58 - Residential Design Guidelines*. The 'built form' approach provided additional requirements to those set out in the R-Codes for medium density urban infill development. APD58 was developed as an outcome of a recommendation in the Phoenix Revitalisation Strategy, in part to guide development at the higher code of the split codes implemented by the Strategy. The implementation of these additional built form requirements requires the support of the DoP and WAPC in order to ensure that subdivision approvals are conditional on the achievement of the additional requirements.

9.3.2 DEPARTMENT OF HOUSING

The Department of Housing (DoH) have expressed much interest in the Hamilton Hill Revitalisation Project with the intention of taking advantage of any future urban infill opportunities. The DoH's primary objective in Hamilton Hill is to progressively redevelop its older housing stock to achieve housing diversity. The Fremantle Zone in which Hamilton Hill lies is a high demand area for the DoH tenants which reflects the relative centrality of the area and its accessibility to jobs, community services and retail centres. The DoH identifies Hamilton Hill as a desirable location for social housing as it is highly accessible to a range of community facilities including public transport, shopping and school facilities.

The DoH outlined their intention to redevelop their older housing stock in area. DoH also outlined that increased densities over these sites would be taken advantage of through the redevelopment of these lots into a mix of grouped dwellings and small two storey multiple dwellings, commonly referred to as maisonettes. DoH's prevailing demand profile is for smaller units with demand for 1 and 2 bedroom accommodation in excess of 80%.

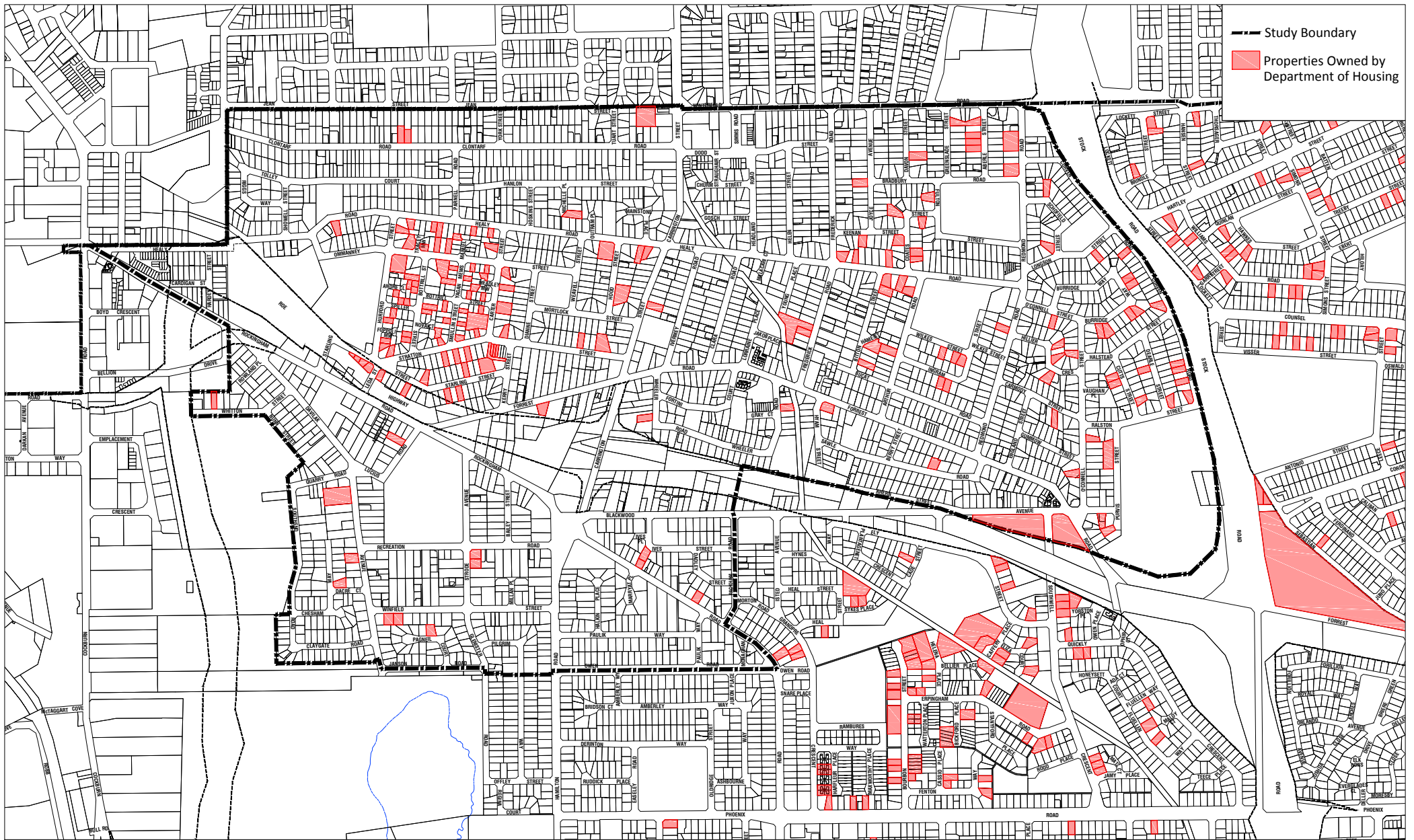
The DoH has developed a number maisonettes which present to the street as one dwelling, but contain multiple smaller apartment. DoH is keen to see this innovative housing form used throughout metropolitan Perth including Hamilton Hill.

DoH stated that a density coding of R30 would facilitate them to develop a range of medium density housing product capable of being compatible with the neighbourhood amenity. The DoH also stated that they

BACKGROUND REPORT

would be in support of any additional design guidelines aimed at ensuring a high standard of redevelopment is achieved.

The DoH owns approximately 13% of the housing stock in Hamilton Hill. **Figure 40** shows the DoH landholdings in the Study Area.



BACKGROUND REPORT

9.3.3 DEPARTMENT OF EDUCATION AND TRAINING

The Department of Education and Training (DET) stated that they had no future plans to rationalise any primary school or high school sites as has occurred in Coolbellup.

The DET also stated that the Hamilton Hill Revitalisation Strategy would help them undertake their future planning for the school sites in the area. The increased densities and associated project population increase would inform their future student number projections in the area.

9.3.4 CITY OF FREMANTLE

The City of Fremantle (CoF) boundary lies to the north of the Strategy Study Area.

In December 2011 the CoF as gazetted an Amendment No.46 to their Local Planning Scheme No.4 which implemented an innovative new approach to ancillary accommodation. Ancillary accommodation under the R-Codes must only be occupied by the same family as the occupiers of the main dwelling. Amendment No.46 introduced a new residential land use, small secondary dwellings which are similar in many ways to an ancillary accommodation but can be occupied by people not related to the occupiers of the main dwelling. CoF provided some useful background information on the amendment. The amendment was presented to the WAPC as a 'test case' to assess the appropriateness of removing the occupation limitation on ancillary accommodation within the R-Codes which apply throughout the state. The new Scheme provision include a 'sunset' clause which ceases the affect of the small secondary dwelling provisions within the

Scheme on the five (5) year anniversary of the publication in the Gazette of the amendment introducing those provisions. They believed that it was unlikely that the WAPC would support a similar other Perth local governments implementing this approach to ancillary accommodation before a greater understanding of its implications were known through the operation the CoF small secondary dwelling provisions for a number of years.

In terms of the strategic planning occurring within CoF in proximity to the Strategy Study Area, CoF outlined no intention or expectation for a change in the density within Hilton, but that there was significant planning occurring on land to the west of the Study Areas. Development Area No.7 - Lefroy Quarry Road lies over a contaminated site on a limestone ridge running north of Clontarf Hill. CoF is a major land owner in the Development Area and is working with LandCorp to develop a structure plan over the area. The structure plan will include a mix of medium density residential development and a linear area of POS linking up to Clontarf Hill Reserve.

9.3.5 WATER CORPORATION

The Water Corporation wrote to the City in October 2011 responding to a letter to all landowners inviting responses to the Resident's Survey. The Water Corporation advised that the existing water and wastewater reticulation has capacity to serve gradual urban infill development.

9.3.6 DEPARTMENT OF WATER

The City consulted with the Department of Water (DoW) through email and phone conversations to investigate the potential implications of the Strategy on urban water

BACKGROUND REPORT

management. *Under Better Urban Water Management 2008* a District Water Management Strategy is required to support local planning strategy and Local Water Management Strategy is required to support scheme amendment. However, DoW has advised that as the land is already urbanised much of the work required as part of a DWMS would not be required. DoW stated that they would require more information to provide definitive advice on what studies will be required as part of any future scheme amendment. During the public advertising of the Strategy the City will write to the DoW requesting further advice.

9.4 OTHER STAKEHOLDER

9.4.1 BP

The City met with BP to discuss their planning for the two pipelines that run within a Public Purpose Reserve through Hamilton Hill. BP has two pipelines running has stopped the flow of gasoline through one of the pipes, but is still operating the oil pipeline. They intend to continue using the oil pipeline and need to ensure protection of the infrastructure.

The City also discussed the possibility and process for making upgrades to the landscaping and pedestrian and cycle infrastructure within the pipeline reserve. BP was supportive of the City making upgrades, subject to adherence to setback requirement to the pipeline.

10 KEY FINDINGS

A comprehensive State Government and City of Cockburn planning framework exists which supports the preparation of urban infill strategies in well connected suburbs like Hamilton Hill.

Directions 2031 is the latest spatial planning framework for Perth and Peel recognises the benefits of a more consolidated city, which include;

- A reduced overall need for travel;
- Supports the use of public transport, cycling and walking for access to services, facilities and employment; and
- A more energy efficient urban form.

Directions 2031 adopts a 'connected city' model as the preferred medium-density future growth scenario for the metropolitan Perth and Peel region. To achieve the medium-density model, *Directions 2031* sets an urban infill target of 47%, meaning that 154,000 of the 328,000 dwellings required by 2031 will be delivered through urban infill. The 'connected city' model relies upon projects like the Hamilton Hill Revitalisation Strategy to deliver its objectives for the Perth metropolitan area. The *Outer Metropolitan Perth and Peel Sub-Regional Strategy* forms an integral part of *Directions 2031* and identifies Hamilton Hill as having an estimated urban infill dwelling yield of 1,300.

BACKGROUND REPORT

Demographics and Housing

Hamilton Hill has a particular unique demographic characteristic which combine to produce some interesting scenarios in respect of how both the current and future community lives. The key demographic characteristics and trends for Hamilton Hill are;

- An aged and aging population.
- Small and declining household sizes.
- Highly culturally diverse.

Housing in Hamilton Hill is diverse in age, style, construction material, size, density and presentation. This diversity reflects the gradual urbanisation of Hamilton Hill relative to other Perth suburbs which were urbanized over a shorter period. Hamilton Hill contains housing constructed from the 1920s to present day.

Public Open Space

POS provision calculations show that Hamilton Hill currently has only 6.08%, which is below an ideal target of 10%. Note that this figure does not include the nearby Manning Park and Beeliar Regional Park, both of which provided extensive recreation opportunities within the surrounding suburbs of Spearwood and Hamilton Hill. Including these areas in POS would exceed the 10% target

Hamilton Hill is well provided with active POS and has more sporting reserves and facilities than other suburbs in the City of Cockburn. However, the suburb appears to lack local and neighbourhood parks.

In general the parks are of an average to good standard of quality in terms of the infrastructure they contain and there amenity. There were a few parks in which there was limited

landscaping and park infrastructure such as seating, paths and play areas. The parks all appear to be well maintained.

Centres and Community Services

Hamilton Hill has two Neighbourhood Centres, Winterfold Road and Rockingham Road Centres, and three local centres, Forrest Road, Stratton Street and Memorial Hall Centres. For metropolitan Perth standards the area is well serviced with retail centres. The area is also well provided for in terms of schools, medical facilities, places of worship, community halls and aged persons facilities.

Interestingly, most of these community facilities are located outside of the five centres which are mainly retail focused. This dispersal of community facilities means that there is no significant concentration of activity in the area and reduces the sense of a community heart in the suburb. The community consultation carried out in October 2011 confirmed this issue. There was a desire for a readily identifiable "heart" for Hamilton Hill which formed a strong community hub where people could gather at cafés, in open spaces and use community facilities and services.

There are a number of physical challenges to the suburb's centres which limit or constrain their potential. There are also a number of untapped opportunities within the physical bounds of these centres. Section 7.5 of the Background Report provides a more detailed discussion of the physical structure of Hamilton Hill's centres and the challenges they face and opportunities they hold.

BACKGROUND REPORT

Movement Network

The major roads within the Study Area appear to be currently operating within capacity and at an appropriate level considering their function within the road network. The Roe Highway Primary Regional Road Reserve under the Metropolitan Region Scheme (MRS) runs through the Hamilton Hill Revitalisation Study Area. The Reserve severs the neighbourhood and due to the uncertainty of the future of the Reserve the properties within and surrounding the Reserve are prone to blight and neglect.

The City is not supportive of the extension of the Roe Highway west of Kwinana Freeway through the Reserve. Accordingly, if this reservation is ultimately removed through Hamilton Hill and made available for development, there could be a variety of urban infill / open space scenarios explored. But this is a matter for further determination especially at the State Government level. The Strategy accordingly ensures that it has no reliance upon any decision being made about future roads associated with Roe Highway, and instead advocates for the removal of this as a regional road. This would create a unique opportunity for the suburb in terms of urban regeneration and new open space provision.

The Strategy Study Area is well serviced by high and a low frequency bus routes. The bus network connects the Study Area to Fremantle, Phoenix District Centre and Perth via Cockburn Central. The Study Area has one Perth Bicycle Network (PBN) route passing through it and a reasonable coverage of existing footpaths, shared use paths (SUP), on-road cycle lanes and local bicycle friendly streets.

Medium Density Development Outcomes

. In general the City is pleased with the outcomes of this medium density development which is occurring in places of high amenity, convenience and accessibility. However, the City has observed a number of negative design outcomes common to the medium density development applications it receives. The City is sometimes limited in its ability to require modifications due to 'gaps' in the existing development controls for medium density residential development. The areas of particular concern are private access way design, waste management, open space and dwelling size.

Community Consultation

The key outcomes of the community consultation were:

Support for urban infill

- Residents generally support urban infill in Hamilton Hill. Support is generally for modest change throughout the suburb and moderate change in targeted areas.
- There is a portion of the community (24% of respondents to the Residents and Property Owners Survey) that do not support urban infill in Hamilton Hill.

Hamilton Hill Centres

- There is no readily identifiable "heart" in Hamilton Hill, and this is regarded as a major shortcoming.
- There is strong support for a community hub or hubs to be created within the suburb. These should be available as community gathering spaces, and

BACKGROUND REPORT

ideally contain cafés and some limited local retail uses, meeting rooms and other community facilities, as well as local medical facilities and small, passive open space areas of quality.

- The community is unhappy with the generally poor standard of presentation of the buildings and parking areas, the high number of vacant tenancies, the lack of alfresco eating/drinking areas and good landscaping, the lack of variety of retail premises, and the inability of the centres to function as true multi-purpose community hubs and gathering spaces are all identified shortcomings.
- The Winterfold Road Centre and the Rockingham Road Centre are very well patronised by Hamilton Hill residents, more so than the large Phoenix Shopping Centre nearby.

Public Realm: Streetscapes and POS

- The community is not satisfied with the general appearance of the streets in Hamilton Hill. They wish to see more street trees planted.
- The many trees in Hamilton Hill are important to the community.
- The community is generally satisfied with the quality of their local parks and the provision of various park infrastructure with the exception of access to good picnic areas, adequate seating and lighting.
- The community feels that the potential of Hamilton Hills parks are largely unrealised and the opportunity exists to upgrade and improve them.

Movement Network

- The community is not satisfied with the cycle paths in Hamilton Hill. They wish to see more bike lanes and cycle paths.

Character

- The heritage of Hamilton Hill is important to the community.

State Government Agency Consultation

All State Government agencies consulted were supportive of the intent of Project. The DoH expressed particular interest in the Project with the intention of taking advantage of any future urban infill opportunities. The DoH's primary objective in Hamilton Hill is to progressively redevelop its older housing stock to achieve housing diversity. The Fremantle Zone in which Hamilton Hill lies is a high demand area for the DoH tenants which reflects the relative centrality of the area and its accessibility to jobs, community services and retail centres. The DoH identifies Hamilton Hill as a desirable location for social housing as it is highly accessible to a range of community facilities including public transport, shopping and school facilities.

REFERENCES

11 REFERENCES

Australian Bureau of Statistics, 2006, *Hamilton Hill Community Profiles*, retrieved on 10 September 2011 from <http://www.abs.gov.au/websitedbs/censushome.nsf/home/communityprofiles?opendocument&navpos=230>

City of Cockburn, n.d, *Beeljar Boodjar: An introduction to the Aboriginal History of the City of Cockburn based on existing literature*, retrieved on 29 April 2012 from http://www.cockburn.wa.gov.au/Community_Services/Aboriginal_Services/

City of Cockburn, 2009, *Sport & Recreation Strategic Plan*, retrieved on 2 Feb 2012 from http://www.cockburn.wa.gov.au/Your_Council/Corporate_Strategic_Plans/

City of Cockburn, 2011 – *Demographics household size*, retrieved on 29 April 2012 from <http://forecast2.id.com.au/Default.aspx?id=349&pg=5000>

Berson M, 1978, *Cockburn: The making of a community*.