

City of Perth
City Planning Scheme
No. 2



Precinct Plans

Precinct Plan No.11

Hamilton

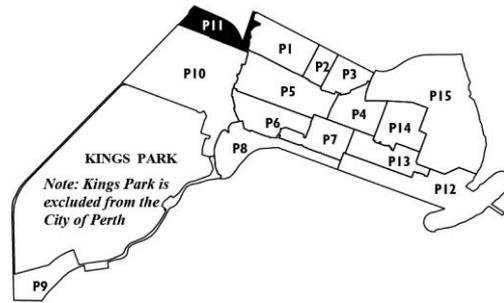


Version #	Decision Reference	Synopsis
1	26 June 2001	Gazetted
2	26 February 2013	Amended
3	17 March 2015	Amended
4	13 December 2016	Amended
5	11 April 2017	Amended



STATEMENT OF INTENT

The Hamilton Precinct will be redeveloped to provide for a vibrant and sustainable, residential rich, mixed use precinct that complements the city centre; has a high level of pedestrian amenity; provides a strong residential hinterland to the CBD; and has good access to the regional public transport network.



The promotion of a variety of residential and/or special residential (such as hotels, student accommodation, and serviced apartments) uses providing a range of sizes, prices and tenure arrangements to promote greater housing choice and affordability will be strongly encouraged. These uses may be developed both independently or in conjunction with office and appropriate commercial uses in a compatible manner, to ensure vitality within the precinct after normal business hours.

A wide range of commercial uses will be provided which primarily serve the needs of the city centre, West Perth and nearby health, educational, business and retail uses. The scale of the commercial development, in particular office development, should be economically proven to support a range of local services and importantly, complement rather than compete with similar uses situated within the city centre. The precinct's status as an out-of-centre node offering easy access to and from the city centre with pricing to reflect this position, as well as attracting differing commercial markets to those within the city centre, will be its primary points of difference.

A high standard of architectural design for new buildings or major redevelopment is required due to the precinct's high visibility from major transportation networks and its proximity to the city centre. Any redevelopment should also ensure environmentally sustainable outcomes by incorporating innovative design, construction and management principles.

New development should be constructed to the street with the upper floors setback above a podium level to create a pleasant pedestrian environment and maintain an urban edge. Additionally, buildings should be designed to address the street, as well as any public spaces in the traditional manner, in order to promote vitality and encourage passive surveillance.

Buildings should incorporate additional height where it can aid legibility on the southern periphery of the precinct, generally along Railway Street; or on gateway entrances or close to the existing City West train station. Consideration should also be given to ensure that these buildings will not be located where they may overshadow public spaces such as plazas and parks, nor the 'main' street, or any buildings of heritage value.

Landuses should promote interest and activation at street level, such as shops and cafes, particularly along Plaistowe Mews, and also frame any public spaces such as parks and plazas. Accordingly, pedestrian movements should be encouraged at street level rather than via the use of bridges. Strong visual links should also be established at ground level from Plaistowe Mews to the City West train station.

Public and civic spaces, and parks should be established within the precinct. These facilities will need to be attractive and well located to provide a quality meeting place for the community as an integrated component of the precinct. Additionally, it will be important to establish, or retain, uses that serve as major attractors and make the precinct a destination of choice.

Car parking takes up large amounts of space, and potentially causes visual blight and physical separation of buildings from the surrounding community. Reducing the amount of parking in the precinct is essential to promote sustainable travel choices. Any car parking area should be well integrated with the urban form, and not detract from pedestrian amenity. Additionally, service areas



should also be restricted in number, strategically located and also screened as is practical from public view.

A safe, attractive and clearly identified network of pedestrian/cycle paths is to be provided and enhanced throughout the precinct. The local government will regulate traffic flow in accordance with the functional road hierarchy map for the Scheme area and require that development take into consideration pedestrian access, safety and make provision for cyclists.

The Mitchell Freeway reserve will be maintained and enhanced so that it is visually attractive. Within the Freeway reserve, landscaping should form an important element to reduce the visual and noise impact of the Freeway. Other roadways within the precinct will also be maintained and further enhanced so that they contribute to a pleasant environment.

HAMILTON PRECINCT - URBAN DESIGN STUDY

In 2010, the local government engaged Mackay Urban Design, to prepare a detailed Urban Design Study of the area. The purpose of the study was to investigate an appropriate vision, scale and form of development for the future redevelopment within the Hamilton Precinct.

The local government has endorsed the proposed vision, guiding principles, general development parameters, core features and recommendations outlined in the 'Hamilton Precinct Urban Design Study' dated November 2011.

A number of urban design principles are provided within the Hamilton Precinct: Urban Design Study (2011), as well as the City's Urban Design Framework (2010). These urban design principles will assist to address various urban design issues specific to the precinct and to create appropriate built form outcomes which are responsive to their context. Any future development within the precinct should reflect these guiding principles, as well the vision, core features of the development framework outlined in the Hamilton Precinct: Urban Design Study (2011).

RESIDENTIAL/COMMERCIAL AREA

The role of this precinct will shift in focus from providing mainly commercial and bulky retail services to promoting a well integrated, mixed residential and commercial urban hub. Development adjacent to the existing City West train station will include a significant portion of residential and/or special residential development in accordance with transit oriented development principles.

Plastowe Mews should be designed to reinforce its role as the precinct's 'main' street. Any development at street level should be constructed with shop front/display windows that promote activity and informal surveillance of the street and have facades that add interest and vitality to the public realm. Residential uses above street level on Plastowe Mews and buildings fronting the proposed public park are encouraged. A strong pedestrian focus will be created throughout the precinct with a focus on connectivity to the City West train station.

The opportunity to sleeve large scale retail and car parks, or introduce more externally-orientated or 'active' building frontages and fewer blank walls is encouraged. Building fronts should also offer weather protection through the provision of awnings and eaves.

Considerable control will be maintained over the design and location of new commercial buildings, to minimise potential conflict with residential development. The continued congregation of similar uses east of Plastowe Mews for retail and showroom uses may be supported if designed appropriately, and if it accommodates a range of other landuses above street level. New commercial/service industries may be considered at the western end of the precinct on Troode and Colin Streets provided they are developed in a manner which is compatible with any nearby office and residential uses.



Uses

Additional considerations for determining an appropriate use, as well as development standards for the Residential/Commercial use area, are listed below.

- (a) Buildings with frontage to Plaistowe Mews at street level, should be designed with shop front/display windows and accommodate activities which provide for pedestrian interest and interaction with the public realm.
- (b) Where it is considered that a particular use could have a detrimental impact on the amenity of the surrounding area (mainly adjacent to residential uses) it will be subject to the advertising procedure set down in clause 64 of the Deemed Provisions.
- (c) Mixed Development: Conflict between non residential and residential uses should be minimised.
- (d) Vacant sites must be avoided where possible. The use of vacant sites for car parking is inappropriate.

Development Standards

1. Building Height

Podium Levels:

- | | |
|------------------|--|
| External streets | - a minimum three storey and maximum five storey podium is required for Railway, Loftus and Sutherland Streets. |
| Internal streets | - a minimum two storey and maximum three storey podium is required for internal streets situated within the precinct. |
| Corner sites | - the higher podium level may continue around any street corner to a maximum length of 10 metres on the internal street. |

Above Podium Level: Buildings above the podiums levels should be setback a minimum of 5 metres from the street alignment(s).

Overall Building Height: The height of a building shall generally not exceed eight storeys (inclusive of any podium levels).

Additional building height may be considered on sites identified as potential tower opportunities outlined in the Hamilton Precinct: Urban Design Study (situated on the periphery of the precinct generally along Railway Street, or on gateway entrances or close to the train station) on the basis of the following requirements:

- The proposed tower developments should be responsive to their surrounding context and not detract from the pedestrian environment at street level. Accordingly, taller buildings should be located to minimise overshadowing of adjacent properties, as well as public places including any public parks or plazas, or places of heritage value;
- Ensure any built form is well spaced and positioned to equitably distribute access to sunlight between buildings; allow sun penetration to key areas of the public domain; and minimising ground wind speeds to provide pedestrian safety and comfort;
- Any proposed towers exceeding 45 metres in height above the street podium level, will be required to be setback a further 5 metres (minimum) from the street alignment (s). Please refer to Figure 1 below;



- Any proposed towers are to be of a very high architectural design that enhances the precinct’s role as a ‘first point of contact’ for northern and western suburban visitors to the city centre;
- Building mass should be mitigated by designing buildings across sites with wide frontages that are broken into narrower vertical sections or that are divided into separate buildings;
- Where more than one tower is located on the same site, they should be separated as if there were a boundary between them.
- Incorporate ‘green’ rooftops and garden/courtyards on any vast expanse of roof(s) of podium buildings to provide additional visual and recreational amenity to occupants of the building; and
- All building heights must comply with the Airports Act and the Airports (Protection of Airspace Regulations).

Development Adjacent to Public Spaces –

The height of buildings in the vicinity of any key public spaces such as parks and plazas, shall be limited to create a human scale and to provide for moderate to high levels of solar access into these areas between the hours of 10am and 2pm from August to April. Accordingly, the built form will be restricted within a 45 degree angled height plane from the street alignment, above a three storey podium (maximum) on the northern side of any public park.

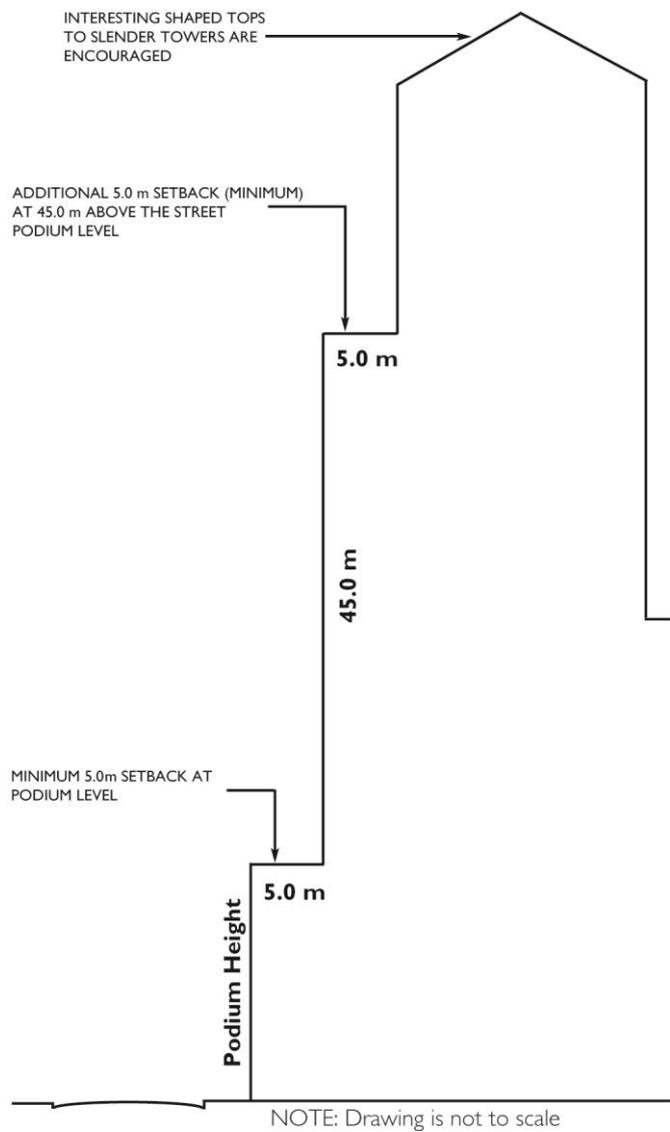


Figure 1: Street(s) setback above podium height for towers



2. Building Setbacks

- (i) Street(s) Setback – nil at the podium level for a minimum of 80 percent of the street frontage, and a minimum 5 metre setback for building above the street podium height.
- (ii) Side/Rear Setbacks - as per the table below:

LAND USE	SETBACKS - SIDE & REAR	
	Podium Level	Above Podium Level
Non Residential Use Groups	Nil within 10 metres (minimum) of any street alignment	3 metres (minimum)
No Openings or Balconies	Nil	
Openings and/ or Balconies	3 metres (minimum)	
Residential and Special Residential Use Groups	Nil within 10 metres (minimum) of any street alignment.	3 metres (minimum)
No Openings or Balconies	Nil	
Openings and/ or Balconies	4 metres (minimum)	

Note: 1. The setback calculations are to be taken from the outer edge of any external fixtures (such as a balcony, or feature fin wall) of the building to the property boundary.

Additionally for buildings greater than 50 metres in width above the podium level parallel to a boundary, an additional 1.5 metres shall be added to the required setbacks above the podium level.

There may be exceptional circumstances where the side/rear setback standards may not be appropriate because of an awkward lot configuration or because of the surrounding context. In these cases, applying the prescribed side/rear setback standards may not provide the best outcome for the development itself as well as for the surrounding areas. For this reason, the local government may consider reducing the side setback standards on narrow lots (less than 17 metres in width). In such cases, the local government may consider variations to the side/rear setback in accordance with clause 36 – Determination of Non-Complying Applications of the Scheme.

In assessing any proposed variations, consideration shall be given to the following:

- The applicant shall demonstrate that the prescribed side/rear setback is not appropriate;
- The proposed side/rear setback variation shall not compromise the amenity of adjacent buildings, nor the local context including key public spaces in terms of privacy, perceived building bulk and solar access.

The proposed variation(s) shall enhance the functionality of the building and improve the amenity for future occupants of the development.

3. Car Parks

Car parks should not visually detract from the public environment, nor built form, and should not be visible from streets and public spaces. Accordingly, any car parking areas should be located under, behind, or within buildings, and not within the street setback. Large car parking areas associated with bulky retailing should be sleeved behind ‘active’ building frontages.

4. Noise Attenuation Measures

Any future development adjacent to the railway line or the freeway interchange will require a full transport noise assessment to be undertaken in accordance with the guidelines of the WAPC State Planning Policy 5.4 *“Road and Rail Transport Noise and Freight Considerations in Land Use Planning”*. Additionally, construction materials and techniques used should enhance acoustical privacy between dwellings and be designed to reduced noise from external elements, particularly in areas of mixed land use or adjacent to the railway line and the freeway.

RESERVES

Some of the land in the Precinct is reserved under the Metropolitan Region Scheme (MRS) for controlled access highway and railways, and as such falls within the planning authority of the Western Australian Planning Commission (administered by the Department of Planning). All MRS reserves are shown on the Precinct Plan map. The local government nevertheless has management responsibilities for some of these areas, as well as having an opportunity to comment on development. The matters referred to in this Precinct Plan will be taken into account in determining an application relating to any of the above land.

FUNCTIONAL ROAD HIERARCHY

The local government has adopted a functional road hierarchy for all roads in the Municipality. This hierarchy classifies roads on the basis of their purpose and the destination of the traffic they carry. This will provide a framework for local area traffic management and assist in the assessment of development proposals for adjoining land. A map illustrating the functional road hierarchy is available from the local government.

Vehicular access to properties abutting Sutherland, Loftus and Newcastle Streets will be taken from another road or laneway where possible, unless in the opinion of the local government the amenity of adjacent residential uses will be adversely affected.