

Sub. No.	Position on ACP S= Support O = object N = Neutral	Summary of Submissions	Comment
1.	O.	<ul style="list-style-type: none"> Much better with Townsing Road included as verge upgrade on Townsing and North Lake and South Street would make the area look better over all. I'm all for support for the development of the area as we need it and future as land is hard to get with in 15 km of Perth ,tree line streets is a plus even up past my home in Townsing Road. Looks great height no problem higher the better at shopping centre ok. Would like my house in it. Best thing for this area let's make this area a buyers market. And remove the old stigma of this area needs new investment in area new family's Aldi chicken treat would be great with apartments there as well 20 stories not a issue this area so close to Murdoch hospital is great. And could see kardinya across to Applecross to Fremantle the new western suburbs style south of river. 	<ul style="list-style-type: none"> Noted. Submitter's property is at intersection of Bayliss Road and Townsing Road on western side of Bayliss. The submitter's property is within the 400m walkable catchment, however, the modified boundary is based on aligning the boundary along streets rather than along property boundaries and the boundary runs along Bayliss Road. As such while the eastern side of Bayliss has been included within the ACP area, the western side is not and therefore there is no change proposed for the western side of Bayliss Road.
2.	O.	<ul style="list-style-type: none"> I have always been supportive of the original proposed ACP for Kardinya since it was proposed but the recent modifications to the boundary of the modifications excluded my property from the proposed boundary for ACP which was disappointing. Could you please let me know the reasoning for the proposed modifications to ACP boundaries? Please also let me know how I can submit my formal request to include my property in the proposed boundary for ACP. 	<ul style="list-style-type: none"> Noted. Submitter was referred to Council report for detailed explanation of reasoning behind proposed modifications to draft ACP.
3.	O.	<ul style="list-style-type: none"> Submitter initially made 3 separate submissions during engagement period. These have been combined following in italics for information. A final submission follows after. <i>(The proposal has been submitted to maximize returns for the applicant and has given no consideration of the surrounding properties that would be forever negatively impacted. I live on South St directly opposite and with the proposal being on my North side would totally restrict sunlight entering my property and neighbors for 9 months of the year from overshadowing that is totally unacceptable as we all should have entitlement rights for sunlight. Overshadowing would cause increase in heating costs in winter, gardens fruit and vegetables wont crop, solar heating and PV unable to work, loss of wellbeing as won't be able to enjoy sunlight</i> <i>Traffic congestion/accidents around the entrance is already a major problem this would only increase dramatically as would noise from vehicles directly and echo from buildings and pollution.</i> <i>I believe in upgrading and open to change but not at the cost of local residence as the proposal would extremely affect the amenity and property value loss, the scale and bulk of the proposed buildings is considered incongruous with the rest of the streetscape and would be better suited to an area like Fremantle Port once it relocates</i> <i>We believe our neighbours and ourselves residing in Kardinya would be significantly affected by the new proposed changes to K.A.C. Our homes face north and are in a gully with hills West and East which already slightly affect our sunlight potential angle. We rely on sunlight for our solar systems, hot water, warmth, fruit and vegetables, garden and lawn. With the new proposal it would result in completely overshadowing our properties for most of the year and completely restricting us from using and enjoying the benefits of sunlight increasing our heating costs, PV unable to work and loss of wellbeing.</i> <i>During winter the sun is at 34.5 degrees, autumn to Spring at 58.5 degrees and summer 81.5 degrees, therefore the only time of year we could get full sunlight is the time we actually avoid it the most during Summer. The remaining year residents could enjoy sunlight and need its health benefits instead only to be overshadowed and cold.</i> <i>In addition, traffic congestion/accidents around the entrance is currently a major problem and with the proposed K.A.C. this would only increase dramatically with noise from vehicles directly and echoing from tall buildings.</i> <i>For the reasons described above we strongly oppose the current K.A.C. due to:</i> <ul style="list-style-type: none"> <i>Overshadowing</i> <i>Loss of sunlight for heating house and water</i> <i>PV loss</i> 	<ul style="list-style-type: none"> Comments following respond to the final submission made by submitters which represents their final confirmed comment rather than the preliminary comments outlined in italics. Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.

- Loss of privacy
- Increased utility expenses
- Acoustics (increase/amplify traffic noise from echoing)
- Traffic congestion
- Scale and bulk of proposed buildings considered incongruous with the rest of streetscape

Upon reviewing the ACP map, we would like to **propose an amendment to the ACP boundary to reduce/modify the central district building height specifically upon the non-approved precinct area (from Aldi to Gilbertson Rd) to maximum 3 storeys** instead of the current proposed 9 storey height as per below image. This would greatly ease or reduce the significant negative impacts to residents especially affecting those residing directly adjacent South Street. Residents at 20 and 22 South St face North with full sunlight entering bedrooms and lounge areas 365 days a year and depend upon its energy for solar systems.

These negative impacts include:

- **Overshadowing** (no access to sunlight over 50% of the year resulting in loss of PV, solar hot water thus increased utility costs, loss of health and amenities, inability to grow plants/garden). Currently the sun is at 34.5 degrees during Winter, Autumn to Spring at 58.5 degrees and Summer 81.5 degrees.
- **Loss of privacy**
- **Decreased property value**
- **Noise impacts from echoing** (significant increase and amplifying vehicle noise levels)
- **Storm Water congestion** (issue initially raised August 2020 and awaiting resolution)
- **Traffic congestion**
- **Scale and bulk** of proposed buildings incongruous with surrounding streetscape

We request further investigation and compliance to the specific related building codes we have identified (State Planning Policy 7.3):

O 2.2.4 The height of **development** recognises the need for **daylight** and **solar access** to adjoining and nearby residential development, **communal open space** and in some cases, public spaces.

O 2.7.3 **Buildings** are separated sufficiently to provide for residential **amenity** including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook

O 3.2.2 Building form and orientation minimises overshadowing of the **habitable rooms, open space and solar collectors** of neighbouring properties during **mid-winter**.

O 3.5.1 The orientation and design of **buildings, windows and balconies** minimises direct overlooking of **habitable rooms** and private outdoor living areas within the **site** and of neighbouring properties, while maintaining **daylight** and **solar access**, ventilation and the external outlook of habitable rooms

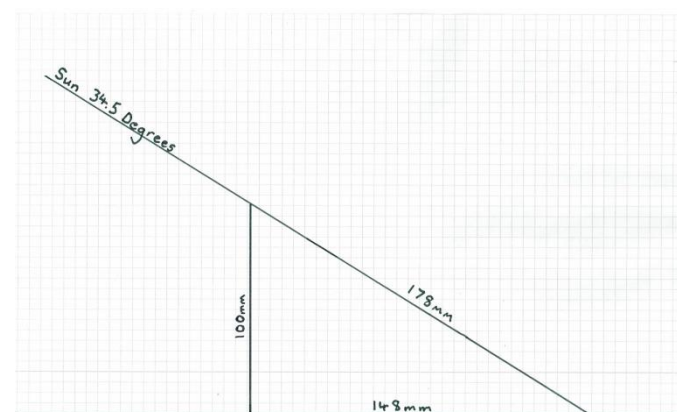
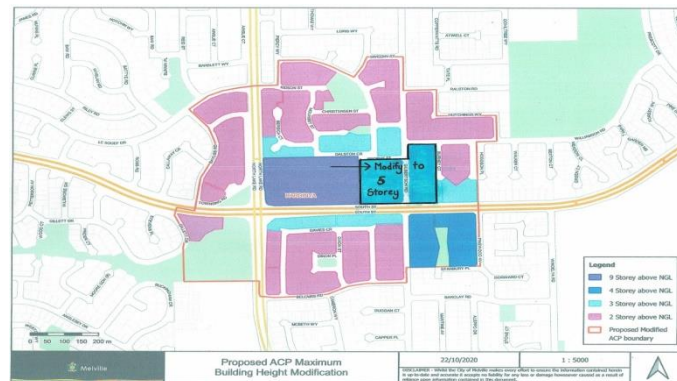
O 2..2.1The height of **development** responds to the desired future scale and character of the **street** and local area, including existing **buildings** that are unlikely to change)

- Subsequent to forwarding of the initial three submissions the submitters met with City officers to further discuss their concerns. As a consequence of this meeting a further final submission was lodged. This submission is understood to be the final confirmed position and comment by the submitters in relation to the ACP and proposed modifications being advertised. It states;
 - Upon further reviewing the K.A.C.P. with consideration in reducing impacts to residents and establishing more coherence and balance, we propose the following modifications to the development (as illustrated following):
 - **Building height (specified region of non-approved precinct area) to be reduced to 5 storeys because:**
 - **Current existing plan is implemented at 5 storey height.**
 - **Overshadowing impacts** with over 27m from 9 storey heights (including roof pitch/cooling towers/elevator shafts) will not comply with current building codes (O 2.2.4 and O 3.2.2). Our self-shadowing assessment of Winter sun at 34/5 degrees shadow effect is 1m=1.48m shadow. 20 and 24 South Street are approximately 1m below Northside of South Street therefore shadow effect is increased by another 1.48m. (Please refer to images below).
 - **Scale and bulk** of proposed buildings incongruous with surrounding streetscape with surrounding single level properties

- unlikely to change (0 2.2.1)
- 9 storeys would overlook our property eliminating beautiful sky views with sold concrete apartments depleting our **privacy** and increase noise from balconies and **amplifying traffic noise** reflection (0 3.5.1 and 0 2.7.3)
- Significant increase of traffic **congestion**. Difficulties currently leaving in peak times with 'bumper-to-bumper' traffic from Gilbertson to Northlake Rd. The redevelopment would attract thousands more cars and adding another set of lights would only increase congestion and increase the danger for us to enter/leave our driveway
- Significant pollution **increase**. With close proximity to traffic lights, we suffer from exhaust emissions and toxic microplastic pollution from tyre rubber dust (according to the UK government, and they are the second largest source of microplastic pollutant in oceans after single-use plastic). With more traffic congestion pollution will significantly increase.

OR/AND

- **Further setback of proposed buildings with staggering building heights because:**
 - This implementation would significantly reduce the impacts as described above to residents directly facing the district area (please refer to example image below)





4.	S.	<ul style="list-style-type: none"> Happy to see the development! Looking forward to enjoy the new center! 	<ul style="list-style-type: none"> Noted.
5.	O.	<ul style="list-style-type: none"> I am opposed the the change of building heights. I do not want large buildings looking into my yard. It will affect parking availability in our street. 	<ul style="list-style-type: none"> Under the proposed modifications the maximum building heights on the western and southern sides of Burney Court are 3 storeys and along theeastern side 2 storeys. Any development will be required to meet the parking requirements under the residential development codes.
6.	O.	<ul style="list-style-type: none"> I am opposed to the proposal. It would mean that I could have 4 story complexes in my small cul de sac which is ridiculous. Parking is already impossible. There is a derelict house behind me on South Street where the owner is waiting to sell to developers, this would look directly into my yard which would impact our quality of living, as well as affect house pricing. 	<ul style="list-style-type: none"> Under the proposed modifications the maximum building heights on the western and southern sides of Burney Court are 3 storeys and along the eastern side 2 storeys. 4 storeys would not be permitted. Any development will be required to meet the parking requirements under the residential development codes. Properties fronting South Street will only be able to redevelop by amalgamating with properties fronting Burney Court, as vehicle access is not permitted to South Street as part of any redevelopment, which would clearly necessitate and could only happen with the support/agreement of relevant Burney Court property owners.
7.	O.	<ul style="list-style-type: none"> We have recently spent \$500,000 dollars, our life savings, redeveloping our property under the current regulations and R Codes, set by the city council! We have done this to develop our property to suit our needs and expectations of our retirement years. The increase in density proposed will have buildings looming closer and against our boundary fencing closing us in and depriving us of all sun light in our outdoor area. Surely sunlight is a basic right. We do not want any changes to the R Codes. We view the proposal as detrimental to the ambiance and enjoyment of the current surroundings. We made a decision as to where we want to live under terms and conditions set by the City Council. We will hold the council responsible for any radical changes that adversely impact or affect our lives. I do not think it right that a private company can come in and change our community for their own perceived commercial gain. This is where we live; not some blighted developer; we should have the say in our community NOT them. There are already significant traffic and parking problems in many areas of Kardinya including this area; our own. For example; one redeveloped property in Dixon 	<ul style="list-style-type: none"> The proposed modifications identify the submitter's property as R40 with a proposed maximum height of 2 storeys. The current zoning is R25. As setbacks to side/rear boundaries under both R25 and R40 are dependent upon height of buildings and 2 storeys can be developed under each coding the submitters comment that the proposed R40 coding (under the modifications) will result in buildings higher and closer than permitted under the existing R25 is incorrect. The proposed R40 density under the modifications is expected to reduce potential traffic impacts in comparison to the original R60 proposal. A dwelling target of minimum 30 dwellings per gross hectare in an ACP is a requirement of SPP 4.2 and is not related to other 'densification' targets. It is a requirement both to prepare an ACP and to meet this target under the State Planning Framework. The final determination on the contents of the proposed ACP will be made by the WAPC; it is not the City's decision.

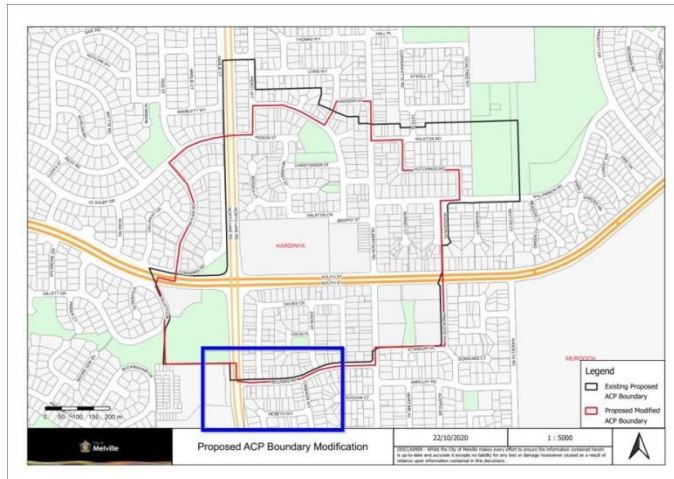
		<p>Street regularly has 5 to 7 cars parked in the street around it. The property only has paved parking for 2 cars virtually on the verge. There are very many examples of cars illegally and dangerously parked including on the local parks, simply because there is nowhere else to park.</p> <ul style="list-style-type: none"> • Council has done nothing to address these parking issues all across the suburb. A slight widening of Gilbertson Road, as proposed, will not address these problems. It can already take two changes of the lights to get onto South Street from south end of Gilbertson road, and it is already 2 lanes wide. • Melville City is massively ahead of its densification targets set by the government and growth is continuing. Therefore there is no demonstrated need for this proposal to see the light of day. The WAPC needs to be made well aware of this! • This proposal is not driven by the council under the auspices of managed growth and development. It is purely an act of greed by a developer who has no interest in the local environment or its residents. To dramatically change the environment of so many rate payers simply for the benefit of a developer is tantamount to wilful environmental damage. We, the people who live here, do not want this change! Especially the high-rise. 	
8.	O.	<ul style="list-style-type: none"> • My wife and I are totally against the development for many reasons that I have already expresses in a previous letter to the shire. If you go out to public consultation can I suggest that both the Shire of Melville as well as the Planning Minister Rita Safiotti actually listen and seriously consider the rate payers in the area instead of focusing on job creation and revenue raising at the expense of ratepayers lifestyle. 	<ul style="list-style-type: none"> • Noted. The submitter's comments are interpreted to be an objection against any form of development, rather than specific to the modifications to the originally submitted ACP being advertised.
9.	S.	<ul style="list-style-type: none"> • I agree with the City of Melville's modified Kardinya district centre activity centre plan. Please make sure that street trees are mandatory and that verge widths remains the same. 	<ul style="list-style-type: none"> • Noted
10.	S.	<ul style="list-style-type: none"> • I endorse the modified Kardinya district centre activity centre plan. Please make sure that verge width remains as is, and significant street tree planting is mandatory. Also that the developer has allowed for green space in the redeveloped shopping site. 	<ul style="list-style-type: none"> • Noted
11.	O.	<ul style="list-style-type: none"> • I don't believe our community needs the the Kardinya Shops modified to include residential living as it will create more anti social behaviour and lead to more crime in the area. • We don't want multiple level apartments in the area. 	<ul style="list-style-type: none"> • Noted. It is unclear if this a reference to the apartments approved as part of the Kardinya Park Shopping Centre redevelopment or a more generic reference to the wider residential catchment area within the proposed ACP. • The proposed modifications to the ACP result in the majority of the residential catchment area being an R40 density with a proposed restriction of a maximum of two storeys. While the density increases the height limits reflects what can currently occur. It is further noted that the submitter's property is sited outside both the original and proposed modified ACP boundary therefore there is no change to their property or adjoining properties.
12.	S.	<ul style="list-style-type: none"> • I support the changes to the ACP boundary and for particularly not including any of the Morris Buzacott Reserve. This reserve should be a separate entity for the use of all Melville City residents and other visitors. It is well patronised by people of all ages for a diverse amount of activities. It is an oasis providing an outlet for children and adults to enjoy many types of healthy pursuits. These include sports, exercising, picnics and socialising. 	<ul style="list-style-type: none"> • Noted
13.	O.	<ul style="list-style-type: none"> • I believe the boundary of the ACP should not be divided along the street but rather the property boundary. This is would allow equal development opportunities on both sides of the street and not just one side. Zone changes on only one side of the street within residential areas causes uneven development and affects the streetscape in my opinion. 	<ul style="list-style-type: none"> • The proposed ACP boundary is a combination of both property boundaries and along streets. To be more consistent the proposed modified boundary, which more closely reflects the 400m walkable catchment, has been based on placing the boundary along streets. This has generally enabled a better interface outcome while reducing potential conflict across property boundaries.
14.	O.	<ul style="list-style-type: none"> • I am concerned of the proposed vehicular access from Brophy Street (rear of Aldi) to Dalston Cres, as this junction will be on a bend causing problems. Also cars seeking exit points onto Gilbertson Rd will create additional traffic that these small streets are not designed to handle. Additionally, if proposed apartments are built, further 	<ul style="list-style-type: none"> • Currently a portion of the Dalston Road Reserve and the Brophy Road Reserve adjoin and run parallel to each other but at different ground levels with Dalston lower than Brophy. The two road carriageways are separated by height and also by a wall and extensive vegetation including mature trees. The only access between the two roads is an existing pedestrian ramp. • The original ACP documentation as submitted includes "Figure 16: ACP Movement Map" which shows a blue

		<p>traffic will exacerbate the problem.</p>	<p>dotted line crossing between Brophy and Dalston, however, does not provide any reference to this in the legend for the figure. It is thought that it may be intended to indicate pedestrian links but is unclear and could lead to the interpretation that vehicular access was being promoted. This has been identified as one of a range of errors in the documentation that should be corrected.</p> <ul style="list-style-type: none"> To be clear, the ACP does not propose any connection to enable vehicular access between Dalston and Brophy and such a connection would not be supported.
15.	O.	<ul style="list-style-type: none"> Oppose proposed modification to the zoning in south east portion of the Somerville Estate. Rezoning the blocks to triplex blocks will result in a substantial increase in cars, all of which need to use Le Soufe Drive for access. As this is the only access road, around half of the Somerville residents that use the southern end of the loop will be affected. We all should have been informed by letter, not just the landowners. Council should write to all of the residents in the southern half of Somerville ASAP and inform them of the proposal. Somerville has always demanded a premium in price because of the views, large family blocks and restrictive covenants that prevent infill development. The covenants should be respected, not only for this proposal but to stopall infill in the estate. The original proposal along Piercy Way was a better option, and by using the footpath on North Lake Road, with access via Piercy Court, the 5 minute walk requirement to the centre is possible. Leave Somerville alone and do not set a precedent that will ruin the character of this magnificent estate forever. 	<ul style="list-style-type: none"> Advice has been received from the City's internal traffic engineers that the existing road network, including Le Souef Drive has the capacity to accommodate any traffic implications arising from the proposed modification to the ACP in this locality. A direct mail out has been undertaken twice to almost 1500 properties directly impacted and immediately surrounding/abutting the ACP proposals both the original ACP as submitted and the proposed modifications. The submitter's property is over 450 m away from the closest point included in the modified proposals in a direct line and much further via the street network. Given the above advice it is not within an area directly impacted by the proposals. The ACP boundary as originally proposed to Piercy Court has been modified as Piercy Court and the majority of properties along Piercy Way are located beyond the 400m walkable catchment. The proposed modifications are not a precedent for the balance of the Somerville Estate as the impetus for inclusion of the area identified in the modification is the requirements under SPP 4.2 for the ACP which do not apply to the balance of the Somerville Estate area.
16.	S.	<ul style="list-style-type: none"> I write in relation to the proposed Kardinya District Activity Centre Plan. I believe that businesses will benefit from an increase in surrounding density (and housing diversity) and also from any "wealth effect" that comes from a result of rezoning. The development will also bring with it long-term infrastructure improvements including footpaths, street trees, public transport and lighting improvements. Density increases should be focussed on activity and transport nodes, such as Kardinya Park Shopping Centre. I am in favour of the development going ahead even with the newly proposed changes (I was already in support of the original ACP). 	<ul style="list-style-type: none"> Noted
17.	S.	<ul style="list-style-type: none"> I reside in the City of Melville and write in support of the proposed Kardinya District Centre Activity Centre Plan (ACP). Most particularly I support increased population density near the centre which will be a boon to local businesses. The implementation of the ACP will be most welcome and I hope it happens as quickly as possible. Please note that I am the centre manager of Kardinya Park Shopping Centre. 	<ul style="list-style-type: none"> The modifications proposed to the ACP still support reasonable increased density near the District Centre.
18.	O.	<ul style="list-style-type: none"> Although the proposed amendments put forward by the City of Melville is a fair compromise: the reduced density levels and noting that I am outside the proposed boundary, I hold grave concerns at the level of traffic along Gilbertson road, both currently and for what its impact may be moving forward. As a long standing resident of Gilbertson Road, the traffic flow, I believe has increased substantially over the years. Islands as traffic calming devices have been tried; trees planted but damaged by passing trucks, vans, buses etc and with local speed limited to 50km's etc, all to no avail. The route is particularly busy with all sorts of vehicles as a thoroughfare heading north to Somerville Boulevard and further, unfortunately seen by many as a short cut for delivery vehicles servicing the Winthrop shops. We are very grateful for the Public Transport service that is available, however given the additional accommodation being proposed, albeit it with lower density and the introduction of new additional facilities and entertainment precincts such as eateries, cinema, gym, mixed use retail etc. to the shopping centre, it is my view that traffic can only further exacerbate the flow and congestion along Gilbertson 	<ul style="list-style-type: none"> Noted Noted The proposed shopping centre redevelopment is providing additional car parking in accordance with the required standards under the planning framework. Likewise any future development will also be required to provide the required car parking as per relevant planning regulations.


		<p>Road, not to mention parking not only for residents who will occupy the proposed accommodation units, but also the impact parking has on the side streets for current residents. The simple task of accessing Gilbertson Road from one's driveway is already a challenging manoeuvre and one can only speculate what it may be like in years to come.</p> <ul style="list-style-type: none"> As this will be the major artery for traffic exiting the Centre from Brophy Street and particularly heading in a northerly direction, it would be entirely appropriate that a thorough and comprehensive assessment be made to evaluate the effects of the increased traffic flow. The Council should ensure that residents are not adversely impacted by the volume and flow of traffic within the area. I note from the amended proposed plan that the boundary has been changed on the eastern side, back to Hutchins Way/Ralston Road, but has been extended on the western side to include the residential area west of North Lake Road from the Le Souef Drive (south entrance) up along Bayliss Road, across South Street along Gillett Drive through to the end of the park approximately in line with Bellairs Road, east of North Lake Road. Though there does not appear to be an issue with this, the safety aspect of residents crossing North Lake Road to the Centre remains one of concern particularly in the section between Le Souef Drive and South Street. Residents from say near the Le Souef Drive entrance, or anywhere in between and along Bayliss Road, need to walk up to the South Street/North Lake Road traffic lights to cross the road with safety. As we all know, North Lake Road is a significant north/south arterial road carrying a substantial number of large, medium and small vehicles of all descriptions. For the safety of all men, women and children, a crosswalk perhaps with traffic signals at the very least; an overpass or underpass should be considered as part of the development. Kardinya is predominantly an older suburb with many seniors and they along with our children should be given the utmost consideration in any development. Having said that recent property subdivisions within the area and the demise of elder statesmen are seeing a younger set move into the area. They either have or may in the future have their own children, and therefore consideration for their ongoing safety is paramount now in this development stage and should be catered for as part of the proposal. 	<ul style="list-style-type: none"> As part of the development approval for the redevelopment of the Kardinya Park Shopping Centre a new traffic signalized entrance to the redeveloped shopping centre will be provided. This will provide direct access from both directions to the new shopping centre via traffic lights and will be the main entrance to the centre. Noted. The proposed extent of the ACP area west of North Lake Road and north of South Street has been limited based on pedestrian accessibility to cross North Lake Road at the traffic controlled intersection of North Lake Road and South Street. It is not intended to encourage crossing of North Lake Road at other locations.
19.	S.	<ul style="list-style-type: none"> I am writing to show my support for proposed modifications to the draft Kardinya District Activity Centre Plan – as invited by the City of Melville. Please note that I preferred the draft as it stood originally, but I nevertheless support the decision to adopt the advertised changes and look forward to seeing everything come together as quickly as possible. 	<ul style="list-style-type: none"> Noted
20.	S.	<ul style="list-style-type: none"> I write in relation to the proposed Kardinya District Centre Activity Centre Plan. Whilst I supported the originally advertised ACP (which remains my preferred model), I support the proposed modifications to the draft Kardinya District Activity Centre Plan and look forward to them being actioned as soon as possible. 	<ul style="list-style-type: none"> Noted
21.	S.	<ul style="list-style-type: none"> I am a Melville Ratepayer. Though I supported the original ACP draft, I am now writing to confirm my support for the most recently proposed Kardinya District Centre Activity Centre Plan (ACP). As per my first letter in August, the reasons for my support are: <ol style="list-style-type: none"> The ACP will allow for greater housing diversity within the precinct. It will also assist in supporting the redevelopment of the retail and commercial properties within the centre. It will bring with it long-term infrastructure improvements including: footpaths, street trees, public transport and lighting improvements. The attached analysis by Colliers reveals the potential for value-uplift in surrounding areas. It is likely to hasten the redevelopment of the "old Lot 16" neighbouring 	<ul style="list-style-type: none"> Noted The report referred to as "attached" was not attached to this submission but it is understood this is a reference to a report attached to a previous submission during the first round of submissions.

		<p>property to the Kardinya Park Shopping Centre.</p> <ul style="list-style-type: none"> Please note that my firm "Metway Real Estate" manages both the Kardinya Park Shopping Centre and other properties in the area. 	
22.	S.	<ul style="list-style-type: none"> Please consider this correspondence as support for the most recently proposed Activity Centre Plan (ACP) as presently lodged with the City of Melville. Metway act as the managers of the proponent's centre, being Kardinya Park Shopping Centre (Dato). We also manage a number of commercial and residential properties in the area which all sit inside the proposed ACP boundaries. I am aware that the centre has written to you directly in support of the proposal. I endorse all of the eight reasons of support as detailed by Dato, being: <ol style="list-style-type: none"> As a District Centre, under SPP 4.2 - Activity Centres for Perth and Peel, density performance targets for each District Centre within the metropolitan area are specified and are required to be met. The present catchment area of the proposed ACP has a residential catchment of 9.4 dwellings per hectare and should ideally be 30. The City of Melville's own Local Planning Strategy (LPS) also references the need for an increase in density, particularly along transit corridors such as North Lake Road and South Street. The ACP has been co-sponsored with the adjacent "Aldi & Kardinya Tavern" lot. This will provide the planning framework to provide value uplift to this lot. The attached report by Colliers reveals that in similar ACP's in the City, strata titled residential properties benefited in "value uplifts of up to 20 per cent, while single residences - located on green titled allotments and having development potential - could show value uplifts of up to 60 per cent". The ACP will allow for greater housing diversity within and surrounding the centre. It will also assist in supporting the redevelopment of the retail and commercial precincts within the centre. It is intended to bring with it long term infrastructure improvements including street trees, public transport and lighting improvements. 	<ul style="list-style-type: none"> Noted
23.	O.	<ul style="list-style-type: none"> I am a ratepayer in the City of Melville and reside in Kardinya. Thank you for considering my previous submissions. In regard to the modified ACP I make the following comments: This version is still not acceptable since the heights recommended for the commercial development are still too high. The multi storey heights need to be 4 storeys at the max. This is of concern in light of the likely increase in local traffic as a consequence. 	<ul style="list-style-type: none"> The 9 storey height reflects the decision by the JDAP in approving the Kardinya Park Shopping Centre redevelopment and as such under that development approval a 9 storey development is permitted. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible, as such reducing permitted heights in the centre zoned area to less than that is not supported, however, confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. If proposed as part of modifications to the ACP it will be subject to WAPC approval.
24.	S.	<ul style="list-style-type: none"> Thank you for the opportunity to comment on Council's modified draft ACP. I appreciate Council's response and its efforts at community consultation. In broad terms, I find the modified draft ACP a marked improvement over the draft ACP. I have some additional observations on the draft ACP prepared by the Kardinya Park developer and some brief comments on the Council's modified draft ACP. Additional Comments on the Draft Kardinya Park ACP <ol style="list-style-type: none"> I reaffirm that the draft ACP did not adequately consult residents. Likewise, I had no information about, and was not involved in, any consultation regarding the redevelopment of the shopping centre. In my earlier commentary, I expressed incredulity that the drafting of the ACP was completed by a developer with a clear vested interest. In consultations since then it has become clear that the developer proceeded without the support of Council. While I understand that State planning policies seem to allow this, it is truly astounding and profoundly 	<ul style="list-style-type: none"> Noted. Noted. Noted.

		<p>disappointing that this can mean – as in this case – that the people impacted and their elected representatives have been effectively bypassed.</p> <p>3. My comments on the inadequacy of the traffic planning hold. However, I now understand that that planning is even more slipshod than I had previously imagined. At Council’s briefing I learned that the approval for the shopping centre redevelopment included a new set of traffic lights between Gilbertson and North Lake. As far as I can ascertain, this was not considered in the draft ACP. The result of this intervention will mean that there will be three bus stops, several driveways, and three sets of traffic lights in that this roughly 450m of road will be a traffic mess. As currently understood, there will be no pedestrian crossing at the new lights, meaning that the Fremantle-bound bus stop will still be moved West, potentially interfering with the left turning slipway to North Lake. State planning was to have lights synchronised on South Street so that traffic flowed. These proposals work against that excellent idea. Pedestrians will still be “encouraged” to cross South Street dangerously.</p> <ul style="list-style-type: none"> • Comments on the modified draft ACP <ol style="list-style-type: none"> 1. I reaffirm my support of the Council’s modified draft ACP’s limit on the “Core” building height to 9 stories. 2. I do not support 9 stories for the “Frame.” Building heights in the “Frame” will tower above other buildings and housing on Gilbertson Rd, and consideration should be given to reducing the height restriction to four stories. 3. In other narrow streets such as Pinewood, Burney, Dalston, Bersica and Hamersley, 3-4 stories may be reduced to 2-3 to reduce traffic and acknowledge that several of these roads do not even have footpaths along narrow streets. The lack of footpaths in higher density housing areas demand attention to footpaths to separate pedestrians and vehicles. 4. The failure to adequately consult TransPerth on their plans for the area remains a major concern. 	<ul style="list-style-type: none"> • Under the DA approval a new traffic light controlled intersection is to be established mid way between the South Street/North Lake Road and South Street/Gilbertson Road intersections. While the new intersection will result in the relocation of the two existing bus stops, there will remain only two bus stops contrary to the submitter’s comments. The new traffic controlled intersection will also include a pedestrian crossing phase. The proposed new controlled intersection has been implemented in conjunction with and with the approval of Main Roads WA. • Noted. • 9 storeys is not proposed under the modifications for the “frame”. In fact the modified proposals actually propose 4 storeys as requested by the submitter. • The roads referred to in the submission are already proposed for a maximum of 2 – 3 storeys in the proposed modifications. • In summary, the matters of concern raised in the submission are already addressed in the proposed amendment.
25.	O.	<ul style="list-style-type: none"> • I attended your information session on 9th December at 6pm and found the content you provided to be very beneficial. I’d like to take this opportunity to give you my views and request that you consider my suggestion in relation to the proposed modifications. • I may have been the only person in the room that evening to be completely in favour of the shopping centre development. I believe it will bring some vibrancy to the area, improve property values and assist the City of Melville in achieving their infill targets as Perth moves towards 3.5 million residents by 2050. • I own three properties, either in, or in close proximity to the affected area. The property I would like to highlight is 69 McBeth Way. As you can see from the diagrams below, it is just outside the boundary to be re-zoned to R40. I would like to ask that you consider moving the boundary to include my property. However, I believe it would be in the City’s best interest to include the whole of Kardinya South. 	<ul style="list-style-type: none"> • The submitters request to incorporate his property in McBeth Way within the ACP area is acknowledged. An assessment of the walkable distance from the subject property to the edge of the district centre utilizing the quickest route via the local street network suggests a distance of almost 570m. This is outside the policy guidance of a 400m walkable catchment under SPP 4.2 which is the basis upon which the modified ACP boundary has been determined. • The subject property was also not within the original ACP as submitted area.




- Clearly the intention is to encourage property development within walking distance of the shopping centre and I believe the arbitrary 400m approximate radius could be expanded upon to include more potential subdivisions. I lived at 69 McBeth Way for 16 years and can say with some certainty that it's easily within walking distance.
- The property is currently zoned R25 which, as I'm sure you already know, will allow for a duplex subdivision. I've considered this, but the numbers don't stack up to make it a viable option in my opinion. However, a triplex development would be something I would pursue. To allow me to develop my property in this way would obviously be financially beneficial to myself but it would also be of benefit to the City of Melville.
- A section of Davies Crescent, running adjacent to South Street is already R40 and the triplex developments already completed are a testament to what can be tastefully achieved. These examples are well built, stylish and conforming with off-street parking. This is what I would like to do with 69 McBeth Way.

		 <ul style="list-style-type: none"> Any consideration you could give to my suggestion would be appreciated. 	
26.	O.	<ul style="list-style-type: none"> I agree with the modified ACP Plan ; i agree with a 9 storey on conner of North Lake + South Street as a point of refference of the area --- but i disagree on another 9 storey on conner of Gilbertson + South Street , there up to 6 storey would be enough ... and then 4 and 3 to " smooth " the picture of the Center towards the limits of the Zone ... thanks and all the best 	<ul style="list-style-type: none"> Submitters comments re heights are noted. Given the development approval in place for the corner of South Street and North Lake Road, development of a 9 storey building at this location is not anticipated. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys and would respond to the submitters request for 6 storeys within the centre zoning in the vicinity of Gilbertson Road. The gradated 4 to 3 storey heights then identified in the submission are already proposed in the proposed ACP modifications.
27.	S.	<ul style="list-style-type: none"> My support for the development to be set at a maximum of 10 storeys is absolute. Don't want it any higher. Significant roof top gardens and trees (see below for further tree info) should be encouraged to minimise the impact of all the concrete, tarmac and glass. With the sharp increase in population density due the increase in residents and people drawn to the attractions proposed, I have a major concern with traffic congestion at an already congested traffic intersection. Pedestrian safety entering and leaving the precinct is another concern. Pedestrians are exposed to vehicles moving at high speed compared to pedestrians in three lanes. There should a traffic barrier of a suitable design between the pedestrian and the vehicles. A raised curb is simply not enough. I want consideration to tree species planted so that a shade canopy is not the only provision. The species planted should provide food and shelter for the local native bird life even though this may create a mess. The method of planting should be such 	<ul style="list-style-type: none"> The modified ACP proposes a maximum height of 9 storeys within the ACP in the cnetre zoned area so is under the maximum height requested by the submitter. It is unclear which intersection the submitter is referring to, but it is anticipated the reference is to intersection along South Street which are under the control of Main Roads WA. All intersections along South Street are traffic light controlled which include provision for light controlled pedestrian crossing. Landscaping is required to be provided for all development under the relvant requirements of the Residential Design Codes and the City's Planning Framework. In addition the ACP will require the provision of street trees where street trees are currently not provided.

		<p>that the trees thrive with a generous root area and plentiful water supply due to the large quantities of concrete and tarmac surrounding them.</p> <ul style="list-style-type: none"> I also hope that some of the cafes are permitted to cater to patrons that want to bring along their dogs to sit alongside them - NOT tied up outside. I hope that all of my concerns and suggestions are considered and taken seriously. 	
28.	O.	<ul style="list-style-type: none"> NO increase in height to Kardinya s/ centre development. 9 storeys are enough. 4 storeys are enough around chicken treat area. Children access area to go to school. Think of the increase in traffic. 	<ul style="list-style-type: none"> The proposed modifications to the ACP stipulate a maximum of 9 stories. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.
29.	O.	<ul style="list-style-type: none"> The purpose of this submission is to advise that should the modifications be adopted, our previous letter of consent provided for the ACP will no longer be applicable. The reasons for this position is: <ol style="list-style-type: none"> Our consent and support for the ACP was provided for the version of ACP dated 13 May 2020 (document reference 18-668). Should the proposed ACP be adopted with the recommended modifications, it would differ considerably from the original document. The version of the ACP to which our consent and support related to provided substantially more development potential for our client's property. An example of this is the reduction in allowed building height from 15-20 storeys to 9 storeys. 	<ul style="list-style-type: none"> Noted.
30.	S.	<ul style="list-style-type: none"> It's very exciting and I'm fully in support of this 100%. 	<ul style="list-style-type: none"> Noted.
31.	O.	<ul style="list-style-type: none"> Thank you very much for the opportunity to record support for the City of Melville Councils to decision to reject the ACP proposed by the Kardinya Shopping Centre developers and instead support the modified ACP as recommended by the Strategic Planning Department. Particularly I am very pleased that the maximum height of the apartments has been reduced from 15-20 storeys proposed by the developers to 9 storeys. Also I am pleased that the level of development in surrounding streets has been scaled back although I am still concerned that three storeys are still permitted in some rather narrow surrounding streets and there is likely to be traffic issues particularly at the Gilbertson Rd and South St traffic lights. Also I am not in favour of extending the permitting 9 storey development to the commercial area currently occupied amongst others by Chicken Treat and Aldi. I do not want to see overbearing dominant structures along the rather narrow Gilbertson Road. With the above qualifications I am very much supportive of the modified ACP as proposed by the Strategic Planning Department and supported by the Council. In particular I want to reiterate my strong support for reducing proposed apartment height from 15-20 storeys down to a maximum of 9 storeys. 	<ul style="list-style-type: none"> Noted. Noted. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. Noted.
32.	O.	<ul style="list-style-type: none"> I submit the following comments on the modified ACP. Council's modifications to the proposed ACP are a vast improvement, and I thank Council for heeding community feedback. However, I do not support the inclusion of the southern side of Hamersley Way being rezoned for three storeys. This is a tiny cul-de-sac and its narrow street does not lend itself to high density living. There will already be significant pressure on access to Gilbertson Way with the huge increase in traffic caused by the shopping centre precinct and multi storey apartment block. I support Council's proposed modification to the apartment block to nine storeys, rather than the absurd proposal of the developer to 15-20 storeys. I would prefer the Aldi site under consideration to be limited to four storeys, as this will already be a heavily congested area. I urge Council to leave Hamersley Way cul-de-sac heights as they currently are. This family friendly pocket will already be subjected to the looming nine storey apartment block. What is desirable is the smallest amount of high rise acceptable and in areas where it will create the least impact. 	<ul style="list-style-type: none"> The R60 area proposed in the modifications to the ACP is required to support the dwelling targets required under SPP 4.2 and as a transition between the district centre and the surrounding proposed lower density areas within the ACP. The inclusion of the southern side of Hamersley Way reflects the preferred approach of providing the transition between changes in density wherever possible to along streets rather than along property boundaries to minimize potential impacts on abutting properties. In the case of Hamersley Way the combination of Hamersley Way itself and Jack Martin Reserve is considered to provide an effective transition between the R60 area and the R 40 area to the north. The submitter's main concern appears to relate to the question of height rather than the actual R60 density. The modified ACP proposes a limit on heights within the R60 component to 3 storeys. While this appears to be of concern to the submitter it is noted that building heights equivalent to 3 storeys are in fact already potentially allowable under the current framework in place. Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9

			storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.
33.	O.	<ul style="list-style-type: none"> This proposal is not conducive to maintaining existing current friendly neighbourhood environment. Problems seen: invasion of privacy for family homes, traffic/parking congestion, pollution, increase of noise, antisocial behaviour and reduced safety for residents including seniors and is not in keeping with Melville vision to provide a safe, healthy, community friendly place to live. 	<ul style="list-style-type: none"> The submitter's property is in an area proposed to be incorporated into the ACP as part of the modifications that was not within the original ACP area as submitted. As a consequence of inclusion within the modified ACP, the subject area is proposed to be designated at R40 with a 2 storey maximum height rather than the existing R20. The subject area is proposed to be included within the ACP under the modifications as it is within the 400m walkable catchment and as per SPP 4.2 should have been included within the ACP boundary. The proposed R40 designation and two storey height limit is considered to have the least potential impact.
34.	O.	<ul style="list-style-type: none"> I act for the Owners of Strata Plan 15353, being the Kardinya Square shopping centre (Kardinya Square). By letter dated 15 May 2020 from Dynamic Planning and Developments, the Owners wrote to you conveying their unequivocal support of the draft Kardinya Activity Centre Plan. I am instructed that amendments have been made to the draft since then resulting in the Owners being no longer supportive of the Plan. I would be most appreciative if that change in position could be reflected in your documentation moving forward. 	<ul style="list-style-type: none"> Noted. The submitters comment is interpreted to mean that the owners of the Kardinya Square Centre do not support the proposed modifications to the ACP although no specific detail is provided as to whether this relates to specific aspects of the modifications proposed or to all modifications as proposed. This submission is essentially the same as Submission 29 received from Dynamic Planning on behalf of owners of Kardinya Square Shopping Centre, although Submission 29 references the decrease in height from 15-20 storeys as an example of changes not supported.
35.	O.	<ul style="list-style-type: none"> I'm very pleased and relieved that the City of Melville has listened to the concerns of the Kardinya community and not supported the original ACP proposal as submitted by the Kardinya Shopping Centre Developers. I appreciate that the modified plan as prepared by the City of Melville has been substantially modified, and in general I support the modifications, however, I still have serious concerns regarding the following issues which I hope can be addressed prior to the finalisation of the plans: <ul style="list-style-type: none"> The height of buildings in the 'frame' section of the Centre should not be 9 storeys, but instead limited to a maximum of 4 storeys. Given that the Kardinya Shopping Centre site has already had nine storeys approved, which is in excess of the standard height of six storeys for similar level district centres, it is important the 'frame' site which is the location of Aldi, the Tavern and other small business and fast food outlets be stepped down and limited to a height of 4 storeys. A height of 9 storeys in the frame area would be inappropriate and too over-bearing in relation to the surrounding streets and residential areas. The community had significant concerns regarding traffic on South Street and Gilbertson Road, which would eventuate with any development over 4 storeys in height in the frame area. I live in the northern catchment and it is essential that there is no further extension of increased density other than what is currently proposed, as this area has small, narrow roads, and I'm concerned about the impact of traffic and parking given the nature of the roads and also the high water table, which has been identified as an issue in relation to underground parking. In reviewing the map, it is important to leave the block of houses that front onto Dalston Crescent and also Hamersley Way as two storeys, rather than 3 storey, due to the fact that Hamersley Way is a very small cul-de-sac, and development of 3 storey dwellings would result in significant traffic and parking issues in this area. It would also not be wise to have the development of high density housing near the small suburban park which adjoins Hamersley Way. If there is a need to increase density elsewhere to meet the ACP density targets, associated with a reduction in height in the frame area or the rezoning of houses on Dalston Crescent/Hamersley Way to only two storeys, then I would suggest that the strip of houses in the Western catchment that adjoins North Lake Road and has an internal road, be zoned for three storey developments. This makes sense as currently there is no increase in density in the Western area, and Melville's Local Planning 	<ul style="list-style-type: none"> Noted. Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. Noted. The area in question is proposed as R60 to meet the SPP 4.2 dwelling targets and as a transition area adjoining the "Centre" zoned District Centre. The transition between density codes is preferred along streets rather than property boundaries and this is reflected in the allocation of density as proposed in the modifications to the ACP. A maximum of three storeys is appropriate for the R60 transition area given its proximity to the Centre. The area referenced is on the perimeter of the ACP and R40 at the transition with surrounding lower density residential areas outside the ACP area is appropriate at this location.

		<p>Strategy identifies the advantages of having higher density along major arterial roads.</p> <ul style="list-style-type: none"> I hope the issues that I have raised can be addressed as the City of Melville develops the finalised plans for the Kardinya ACP for submission to the Council and the WAPC. 	
36.	O.	<ul style="list-style-type: none"> My property located at 54 Davies Cr Kardinya which was proposed as R80 with 4 stories in the original plan and now become R40 with two storis in the modification. I read the council meeting minute for the reason for decreased density. It was quite agreeable when I hear that R80 zoning will be applied as this area deserves to be a high density development area considering the location including the convenience of traffic etc. My property also located at the corner of South Street & North Lake road and has a good potential for high density development (i.e.R80) . Considering the shape and the size of land my property (including my neighbourhood), development potential of R40 zone is not much better than current R25 zone and zoning change will not work effectively. For this type of narrow rectangular shape of land, design 3 dwelling with 2 story limit is very difficult. My neighbourhood also need co-development with my property as the access to the land is very narrow. To meet the goal of Kardinya ACP plan effectively, I suggest applying R60 with 3 stories (at least) to the proposed R40 zone properties which is next to North Lake Road. 2 story building can not be the solution for right design considering the land shape and the height difference from North Lake Road. 	<ul style="list-style-type: none"> The R60 designation as per the modifications has been implemented primarily as a transition between the Centre Zone and/or higher density areas, or where restricted access to South Street is in force. These circumstances do not apply to the submitter's property.
37.	O.	<ul style="list-style-type: none"> Kardinya together with Willagee is already infilling at a fast rate. Then there is the new development on the corner of South st and Northlake road which will result in a large increase in traffic on Northlake road and South st. Also humans multiply so this increasing density to an even greater amount does not make sense. There is no infrastructure in place for those made to have one or no car unless you only want to visit the shopping centre! Forget being able to get to the beaches or river or travelling past Bunbury on the train. Many people don't work on a bus or train route and travelling late can be dangerous for some... Is Kidson road going to allow traffic onto Northlake road to take the burden off Gilbertson and Somerville Blvd?I stress again South St and Northlake Road are already extremely busy and cars were lined up on south St to nearly back to Northlake road already to enter the shopping centre. Sometimes and not at peak time it takes 3 light changes to go right on leach highway and one day we were all crawling up leach highway again not at peak times. Three sets of lights close together on south st will also add to the traffic buildup. I think someone really needs to look into this idea. Being a road leading to a major hospital I am sure ambulances will have trouble getting through with this huge increase in traffic. 	<ul style="list-style-type: none"> Noted. Noted.

		<ul style="list-style-type: none"> The Aldi site should definitely be no taller than three storey and also the Gilbertson road site near Aldi three is enough. One site of nine storey is bad enough. The proposals by Council are better but again I stress even two storey should be individual owned land as is currently happening with the infill allowing Australians to own their own piece of land and have space for family and visitors to visit. With the possibility of future virus contagions public transport becomes a problem with no alternatives in place. Thank goodness for IGA in Willagee and Winthrop and the other small shops as not everyone wants to go to a huge shopping centre. Also it allows the wealth to be spread to small business owners. In Booragoon a successful family business with different lovely gifts always paid their rent and wanted to renew their lease. The answer was no. Perhaps someone else offered more money for the shop or they were known by the owners I can only surmise but the small business owners were not given a reason or any opportunity even though they had been there for years Another newsagency owner only was able to stop getting kicked out of his current rent agreement because he had the lotto licence. In these huge shopping centres not everyone who do the right thing are given equal opportunity! Very unAustralian and certainly is not a fair go attitude This is why we need people to stand up for everyone. 	<ul style="list-style-type: none"> Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. Noted. Noted.
38.	O.	<ul style="list-style-type: none"> Although the Council's modifications to the proposed ACP of the developer of the shopping centre are a big improvement, as a long term resident of Hamersley Way, a small cul-de-sac behind the shopping centre, I must express my strong opposition to having the southern side of the street listed as R60 with R40 directly opposite. Small cul-de-sacs just do not lend to higher density living. This is a widely held belief as both Peter Tinley, Government Minister for Housing and Tjorn Sibma, Shadow Minister for Planning; both stated this when meeting with concerned residents in recent months. Also the proponents in follow up communication with the Council in regards to the exclusion of residential land west of North Lake Road in the ACP incorrectly stated 'The road layouts are even more confined with cul-de-sac heads and limited access and egress roads than the surrounding residential area' – apparently concurring with the view of cul-de-sacs not being suitable to accommodate higher density development. A small cul-de-sac with only 4 houses on each side does not lend to apartment living. Parking would certainly be an issue with the water table in the area preventing underground parking spaces for any development. The whole family friendly vibe of our small cul-de-sac would be completely changed if the current proposal of the Council were to be implemented. Currently we have 2 young families with young children, an elderly long term resident, a family with teenagers, a family with older children still living at home, a young couple, a single resident and a retired couple all living peacefully together and looking out for and caring for each other. The State Government's Murdoch Specialised Activity Centre Structure Plan identified the Kardinya District Centre and wider residential catchment surrounding the Centre as a 'low-rise neighbourhood'. Likewise, the City of Melville's Local Planning Strategy recommends investigation of nominated properties along transit routes such as North Lake Road and South Street for low to medium density development (certainly not in small cul-de-sacs). My suggestion would be that the section directly behind the shopping centre which includes Hamersley Way be kept at the current height level. If however it was deemed necessary to have a further area of higher density to meet the desired 30 dwellings per gross hectare it would appear the residential area on the western side of the shopping centre would be a preferred location for R60 zoning. This area falls within the 400 metres of the shopping centre, is included in the Council's modified ACP, is located on a transit route, North Lake Road, and has a road running parallel to North Lake Road which is accessed by a slip road, meaning traffic would not be disrupted with vehicles entering or exiting the area. I also oppose the Aldi site being proposed for 9 storey complexes. With the currently approved 9 storey apartment complex being directly opposite, as well as 	<ul style="list-style-type: none"> Noted. Noted. Noted. The two and three storey maximum heights proposed in the modifications for Hamersley Way is considered low rise. Under the current planning framework building heights equivalent to 3 storeys are already possible in Hamersley way. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. The area in question is proposed as R60 to meet the SPP 4.2 dwelling targets and as a transition area adjoining the "Centre" zoned District Centre. The transition between density codes is preferred along streets rather than property boundaries to minimise impacts on directly adjoining properties and this is reflected in the allocation of density as proposed in the modifications to the ACP. The area referenced is on the perimeter of the ACP and R40 at the transition with surrounding lower density residential areas outside the ACP area is appropriate at this location. Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.

		the enlarging of the shopping centre, the traffic congestion would be horrendous. 4 storeys would be more appropriate.	
39.	O.	<ul style="list-style-type: none"> • Element on behalf of Dato Holdings Pty Ltd (Dato), the owner of Kardinya Park Shopping Centre and Lot 88 (No.20) Mounsey Street, Lot 186 (No.5) Bersica Court, Lot 1 (No.2) Blyth Row, Lot 2 (No.7) Bersica Court, Lot 188 (No.4) Blyth Row and Lot 189 (No.6) Blyth Row) and on behalf of Greenreef Holdings Pty Ltd (Greenreef) the owner of Lot 22 (No.71d), Lot 28 (No.69c) Gilbertson Road and Lot 30 (No.1) Brophy Street is pleased to provide the following submission in relation to the proposed Activity Centre Plan (ACP) for Kardinya District Centre. Whilst Dato and Greenreef are generally supportive of an ACP being adopted, the re-advertised ACP that the City has put forth for public comment is found to be inadequate in supporting an appropriate level of density as advocated for both in State and local planning frameworks. • This submission will outline where the readvertised ACP has underdelivered on the density and growth expectations anticipated for a District Centre such as Kardinya and where the City's modified ACP fails to address State and local planning framework. • Modified Activity Centre Plan <ul style="list-style-type: none"> ○ The City at its ordinary council meeting on the 17 November 2020 resolved to support the ACP subject to the proposed modifications with advertising commencing on the 26 November 2020 – 9 January 2021. The modifications include a significant reduction to the Residential Frame density from the previously advertised ACP. Whilst there are other changes put forth including modifications to the ACP boundary and amendments to Part 1 of the ACP, the primary concern on behalf of the major landholders within the ACP is the inconsistency the proposed modifications have with State and local planning frameworks, in particular the very low nominated density codes. Increases from R25 to R40 and small portions of land proposed to be recoded to R60 is inadequate for this location given the landholdings proximity to public transport, employment and educational opportunities. ○ A major concern with this slight increase, is the actual outcome that will be generated by this limited upcoding and the impact this will have on the longer term fabric of the suburb. The R40 development outcomes have already been seen within landholdings on Davies Crescent and Dalston Crescent. Whilst an R40 density does provide the ability for multiple dwellings, the actual development outcome typically delivered is two or three grouped dwellings that result in little increase in actual density within and around the District Centre. It is further noted, the development outcomes that are generated from this housing typology are extremely poor, provide little landscaping opportunities and provide very limited benefit or uplift to the locality or the activation of Kardinya as a District Centre. ○ A further concern with the modified ACP is the longer term effect extensively applying the R40 and R60 density code within the Residential Frame and how this will impact on the ability for future residential growth. Kardinya presents an exciting opportunity due to its locational proximity and direct linkages to amenities such as Bull Creek Station, Murdoch Health Precinct, Murdoch University and Fremantle to eventually become a gateway of activity. Long term land fragmentation that occurs in densities such as R40 and R60 will impede future development opportunities within the catchment, without delivering any actual density uplift. This will preclude Kardinya growing as a mixed-use hub in the longer term as envisioned under State and local planning frameworks. 	<ul style="list-style-type: none"> • The submitter's position as proponent of the original ACP on behalf of the owner of the Kardinya Park Shopping Centre is acknowledged, however, it is important that as with all submissions, comments provided be factually correct and/or accurate and there is concern that many of the statements made in the submission are in fact incorrect. • The submitter makes the observation several times that the proposed modifications do not propose an appropriate level of density as advocated for in both State and local planning frameworks suggesting that the increases proposed are inadequate given the sites proximity to public transport, employment and educational opportunities. This view is rejected. • The submitter's comments that the outcomes generated will be limited are noted, however, under the policy framework, both State and Local, the ACP is required to demonstrate density codes that meet the dwelling target identified in SPP 4.2. The modified proposal meets this target and therefore complies with the relevant policy requirement. • The submitter further states that Kardinya presents an exciting opportunity due to its "<i>locational proximity and direct linkages to amenities such as Bull Creek Station, Murdoch Health Precinct, Murdoch University and Fremantle to eventually become a gateway of activity.</i>" In response the following is noted; <ul style="list-style-type: none"> ○ It is unclear what the submitter means by the term "<i>gateway of activity</i>" as this term is not contained in any policy framework reference. The relevance of this reference is therefore questioned as a justification for high density at Kardinya. ○ Identification of Kardinya as a District Centre in SPP 4.2 is not because of its proximity to Murdoch specialist precinct or Fremantle, but rather its role in the surrounding area and to imply otherwise as a basis to promote higher density than is required is misleading. ○ In any case if it is accepted that proximity location and direct linkages to Murdoch is a key driver to densities in a District Centre ACP, then this is much more relevant to the Bull Creek District Centre which is less than 500 metres from the Bull Creek station than Kardinya which is a number of kilometres away. ○ It is also noted that the Murdoch Specialist Centre Activity Centre Plan includes future development within its East Murdoch precinct of a major activity centre including high density residential, intended to capitalise on proximity to the range of facilities/uses identified by the submitter. This is the appropriate strategic planning response and again to claim proximity to these uses in Murdoch as the basis for the excessive density sought at Kardinya is misleading. ○ In summary out of the Murdoch, Bull Creek and Kardinya activity centres, the one least meeting

	<ul style="list-style-type: none"> • State Planning Framework 4.2 – Activity Centres for Perth & Peel (SPP 4.2) <ul style="list-style-type: none"> ○ The desirable dwelling per hectare target for a District Centre under the Draft SPP 4.2 is 30+ dwellings, replacing the 20 dwellings per urban hectare being removed the current SPP 4.2. The most alarming concern with the modified ACP is the proposal provides no indication as to how the applied density targets will seek to align with SPP 4.2. The ACP as submitted provided a clear rationale as to how the ACP and the nominated densities would achieve the density targets set out within SPP 4.2. The targets were originally based on a 50% uptake and on the assumption that all sites were developed as Multiple Dwellings. Whilst it is noted this is unlikely to occur, this was deemed a balancing point across the ACP to provide some metric around the output of density within the ACP boundary. It could be argued, that even at a 50% density uptake this was an optimistic presumption based on existing precedents of development outcomes on recoded sites in closer proximity to the Centre. ○ In reviewing the modified ACP, there are concerns as to how the ACP area can actually achieve the 30 dwellings per hectare. The approximate modified ACP boundary is 53 urban hectares which would equate to 1,590 dwellings being required to align with the density targets set out within SPP 4.2. Currently, there is approximately 597 landholdings within the ACP boundary. It is noted, the ACP area has already been subject to a high proportion of land fragmentation. Approximately 50% of the ACP area has already either been subdivided or is contained within an existing strata arrangement. Whilst this may not preclude redevelopment of these lots in the longer term, the minimal up-coding that the City has put forth will provide no incentive for these lots to be redeveloped and will provide no contribution to increasing the existing density of the area particularly within the next ten year period. ○ With regard to the above this leaves approximately 298 landholdings within the proposed ACP boundary that are potentially capable of accommodating development within the short-medium term. However, of this amount, there are only approximately 53 landholdings that are contained within either the R60 or R80 density that have the potential to deliver some level of development intensity. The remaining 245 landholdings are zoned R40 and would at best provide an additional two dwellings per lot with consideration to the type of dwelling products that have been developed on existing R40 sites generating a total of 490 additional dwellings approximately. The remaining R60/R80 lots assuming an average lot size of 700m² and a plot ratio of 1.0, with an average apartment size of 80m² a total of 231 dwellings with a 50% uptake are forecasted. This brings the total development estimate to 1,019 dwellings approximately. This leaves 571 dwellings to be provided within the Centre zone (conservatively), which is considered unreasonable and highly unlikely particularly given one-half of the Centre is about to commence a major development, approved with 78 apartments with 493 dwellings left to be accommodated on Lot 17. ○ When considering the above analysis, the density codes that have been prescribed within the modified ACP are clearly inadequate for the Kardinya District Centre to achieve the minimum desired density targets. The City has not provided any justification or dwelling forecasting to demonstrate how the nominated density codes will achieve or be somewhat aligned with the density targets set out within State Planning Framework. It is very clear, that the density codes proposed will not achieve the desirable dwelling target. Applying the mass R40 density across the ACP undervalues the Kardinya District Centres strategic location and will in the longer term 	<p>locational proximity and direct linkage criteria is Kardinya. To seek to justify the high density sought by the submitter at Kardinya on this basis does not reflect the reality of Kardinya’s strategic context and district centre role.</p> <ul style="list-style-type: none"> • The submitter makes reference to the desirable dwelling per hectare target for a district centre under the “Draft” SPP 4.2 as 30+ dwellings. It is noted in response; <ul style="list-style-type: none"> ○ A revised (updated) version of SPP 4.2 was released for public comment on the 30 October 2020 with advertising to conclude on 12 February 2021. Comments received during advertising will be considered by the WAPC and it is unknown what the final contents of the revised SPP 4.2 will be and when it will finally be adopted/implemented. The proposed Kardinya ACP has been prepared and is being assessed under the requirements of the current operable and applicable version of SPP 4.2. ○ While the desirable dwellings per hectare target for a District Centre under the “Draft” SPP 4.2 is 30+, the desirable target under the existing operable policy is 30. The modified ACP achieves an anticipated yield exceeding the 30 dwellings target and as such the modified ACP meets the targets under both the existing and draft versions of SPP 4.2. • The submitter states that the modified ACP provides no indication as to how “applied density targets will seek to align with SPP 4.2” while suggesting that the original ACP provided a clear rationale as to how nominated densities would achieve density targets set out in SPP 4.2. As noted above the densities proposed in the modified ACP comply with the requirements of SPP 4.2 and meet dwelling targets under both the operational and the revised draft versions of SPP 4.2. The report to Council on 17 November 2020 states this. • To elaborate further, a detailed assessment of potential dwelling yield against the modified ACP was undertaken. This included calculating potential dwelling yield for both individual lots and street blocks (combined yield potential of all lots within a street block) based upon the areas of those lots. These yields were then calculated against the gross area of the modified ACP area (as defined in SPP 4.2) to arrive at potential dwelling yield targets. This approach meant that potential yields were calculated based upon the actual potential development area and therefore are considered an accurate reflection of potential yield. • This contrasts with the submitter’s approach which introduces assumed “take up rates” and applies these rates over an extended period of time (well beyond the statutory life of the proposed ACP) neither of which reflects what is contained in SPP 4.2. The concern is that this then results in promotion of higher densities than are actually needed to meet the policy framework on the basis of “take up rates”, that is a higher density is required because an assumption is made re only a certain number of original lots will be redeveloped in the nominated timeframe. • Firstly this approach is not what SPP 4.2 stipulates. Secondly it has the potential to result in some redevelopment of sites well beyond what is appropriate for the context and well in excess of what the policy requires to meet the dwelling targets. It is also noted that the “Draft” revised version of SPP 4.2 does not introduce any consideration of take up rates so the approach advocated by the submitter still does not reflect the policy requirements proposed in the revised/ updated version of the policy. On this basis while the rationale promoted by the submitter may seek to provide a basis for justifying significantly higher density than is appropriate, it does not reflect the policy framework and is therefore not relevant. • The submitter claims that the modifications proposed are not consistent with the City’s Local Planning Strategy (LPS) as the modified densities do not represent the level of density needed to satisfy the intent of the LPS given that R40 is generally characterised as low density. Again the submitters comments are simply incorrect as: <ul style="list-style-type: none"> ○ Under the R Codes R40 is classified as medium density ○ The LPS actually specifies low to medium density in the vicinity of the Kardinya district centre along South Street and North Lake Road and nothing else. ○ Densities within an ACP are determined by the SPP 4.2 dwelling targets, the proposed modified densities deliver these targets. ○ The WAPC is currently undertaking a review of the R Codes Volume 1 – Low and Medium Density specifically focusing on a new medium density residential housing code to introduce additional design requirements for medium density development. This is currently open for public consultation until April 2021. This review specifically defines R40 as medium density and reflects the most current WAPC classification in relation to this. • The submitter also selectively quotes parts of the LPS including;
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further fragment landownership and restricts the ability for the District Centre to accommodate any level of development intensity that would be expected for a District Centre to provide.

- City of Melville Local Planning Strategy 2016 (LPS)
 - The City's LPS provided some key indicators regarding where the City envisions density to be concentrated and importantly, the need for Kardinya to explore additional density to improve its catchment. The modified ACP that has been put forth by the City is considered to lack consistency with its own planning strategy given the limited increases in residential density that are proposed with modified ACP further encouraging low density residential development. The LPS makes specific reference to the City of Melville being characterised as predominantly low density residential. The LPS is very explicit in stating that in order to reduce the dominance of low density residential, encouraging intensification of District Centres, and making use of public transport nodes and corridors consistent with SPP 4.2 is paramount to successfully delivering higher density hubs.
 - The nominated density set out within the modified ACP undermines the intent of the LPS with the majority of the modified ACP being zoned R40, with slight uplifts to R60 / R80 in some pockets. This is not deemed to represent the level of density that would satisfy the intent of the LPS given that R40 development is generally characterised as providing a low-density housing product and will provide little to no uplift for the catchment as intended for under the LPS. The LPS also recognises that containing this density within the immediate walkable catchment of the Centre, reduces the need for density to continuously sprawl out into the wider area. As advocated for within the LPS, density needs to be intensified within the immediate surrounds of the Centre and in close proximity to public transport to provide the necessary housing diversity for that particular catchment. In doing so, it provides the ability for low-density traditional suburban areas to remain without encroachment, whilst areas that are suitable to accommodate density as advocated for within the LPS are provided with enough of an uplift that future redevelopments, can actually deliver medium-higher density outcomes.
 - District Centres are generally discussed with the LPS. The LPS states the following:
"A focus of the Local Planning Strategy is to intensify these centres to encourage a better mix of activities including residential in order to consolidate their role as a community focus points". There will also be a trend to reduce the frame areas around the centre, which serve as a transition between the centres and the surrounding residential areas in order to encourage a greater concentration of commercial development within the centre whilst maintaining residential densities within walking distance to support it."
The modified ACP is entirely inconsistent with the above statements outlined within the LPS. An R40 zoning provides little to no development intensity that consolidates Kardinya District Centre and its surrounding residential frame. It is further noted, the City opted to increase the residential frame in order to compensate for the lack of density within the immediate catchment of the Kardinya District Centre by including the western residential catchment. This is entirely inconsistent with City's own planning strategy as it is clearly advocating to reduce the residential frame and intensify development within the immediate surrounds of the Centre to avoid extensive encroachment on lower density areas.

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The submitter then states:

"The modified ACP is entirely inconsistent with the above statements outlined within the LPS. An R40 zoning provides little to no development intensity that consolidates Kardinya District Centre and its surrounding residential frame. It is further noted, the City opted to increase the residential frame in order to compensate for the lack of density within the immediate catchment of the Kardinya District Centre by including the western residential catchment. This is entirely inconsistent with City's own planning strategy as it is clearly advocating to reduce the residential frame and intensify development within the immediate surrounds of the Centre to avoid extensive encroachment on lower density areas."

It may be that the submitter has not fully understood the LPS as the comments relating to reducing the frame areas relate to the frames included around some centres in the preceding Community Planning Scheme No. 5 and not to frames referenced in either the LPS or Local Planning Scheme No.6. Even if the submitter's misinterpretation is accepted, the proposals within the modified ACP are entirely consistent with encouraging "a greater concentration of commercial development within the centre whilst maintaining residential densities within walking distance to support it". It may be that the densities proposed are not as high as those promoted by the submitter, but they nevertheless are an increase in densities that support the above objective.

- The submitter's comment that the City "opted to increase the residential frame in order to compensate for the lack of density within the immediate catchment of the Kardinya District Centre by including the western residential catchment" is again incorrect. The ACP under the proposed modifications is some 4.5 ha less in area than that proposed by the submitter in the original ACP lodged by the owner of the Kardinya Park Shopping Centre. This reduction in area has been within the proposed residential frame precinct. The modification made to the boundary of the ACP is the result of the correct application of the walkable catchment criteria in SPP 4.2 contrary to the original approach taken by the submitter.
- The submitter then goes on to argue that the LPS recognises that Kardinya requires an increase in the local population to continue to support the centre and suggests that the modified densities are entirely inconsistent with the LPS. In fact the LPS states;
"Increasing the amount of floorspace at the centre is likely to require an increase in the catchment size. This could be achieved through increasing the size of the local population or increasing the attractiveness of the centre (i.e. significantly increasing the offer of goods and services, and therefore floorspace, at the centre)."
- The development approval for the Kardinya Park Shopping Centre clearly includes proposals designed to improve the attractiveness of the centre including a significant food and beverage precinct and a cinema complex that is dependent upon and will attract patronage from a much wider catchment than just the ACP area, while the densities proposed within the modified ACP area will also facilitate local population increase and therefore, again contrary to the submitter's claim, the modified ACP is entirely consistent with the LPS.
- The submitter's comments in relation to the LPS suggest a misunderstanding of the strategic approach inherent within the LPS. By way of explanation for the submitter's benefit, the LPS focuses upon centres and corridors to support density to meet State mandated dwelling targets for the City and in doing so enables maintenance of the majority of the City's residential areas at lower densities. In particular the LPS identifies 6 "Strategic Development Areas" (SDA) focused on major centres within the City. It is within these centres that the highest densities are targeted.
- A number of district centres identified under SPP 4.2 are not designated as within a SDA in the LPS, including the Kardinya district centre. In these instances densities in the vicinity of these district centres are identified as low to medium in the LPS with specific densities to be further detailed within an ACP for these district centres when ultimately prepared and in accordance with the dwelling targets stipulated in SPP 4.2. The modified density, as previously noted delivers these targets. On this basis the modified ACP clearly reflects the LPS whereas the densities promoted by the submitter clearly do not.

		<ul style="list-style-type: none"> ○ With specific mention to Kardinya, the LPS states the following: <i>“The modelling for Kardinya indicated that the centre is trading close to the maximum floorspace capacity for the catchment size. Increasing the amount of floorspace at the centre is likely to require an increase in the local population or increasing the attractiveness of the centre (i.e. significantly increasing the offer of goods and services, and therefore floorspace, at the centre).”</i> Whilst the modelling of the Kardinya floorspace largely underestimated the floorspace capacity within the catchment, the LPS recognises that Kardinya requires an increase in the local population to continue to support the Centre. In this regard, the densities contained within the re-advertised ACP are inadequate for a District Centre, and furthermore are entirely inconsistent with the LPS and undermine the potential for Kardinya District Centre. ● Conclusion <ul style="list-style-type: none"> ○ As detailed above, whilst the client as a major landholder within the Kardinya ACP is generally supportive of the ACP being positively endorsed by Council, the modified ACP and recommended density codes are not supported. Whilst the City have mentioned that the density targets set out within SPP 4.2 are applied on a case by case basis, there is a clear lack of planning justification and thought as to how the nominated density codes are going to contribute to actual density being delivered. ○ Furthermore, the modified ACP is entirely inconsistent with the City’s LPS which clearly advocates for intensifying development within activity centres, inclusive of District Centres to deliver actual density uplift for Kardinya. It is very apparent that what has been put forth is inconsistent with both State and local planning framework and properties within the 400 metre radius of the Centre should be considered in more depth as to how to maximise development opportunities to support the growth and activation of Kardinya as an upcoming and revitalised activity centre. 	<ul style="list-style-type: none"> ● The comments provided within this submission in the main comprise inaccuracies and incorrect assertions and on this basis it is rejected.
40.	O.	<ul style="list-style-type: none"> ● Thank you for the opportunity to comment on the Proposed Activity Centre Plan (ACP) for the Kardinya District Centre. ● We request that the block bounded by Callaway Crescent, Bayliss Road and Townsing Road, Kardinya, in particular our property at 13 Callaway Crescent, Kardinya, is included within the ACP boundary as part of the Residential Frame Precinct and the density increased to R40 with a two storey maximum also applying. These changes would be consistent with State Planning Policy and assist to achieve the objectives of the ACP, three of which that are particularly relevant include: <ul style="list-style-type: none"> ○ <i>“To promote the development of a diverse mix of housing types, lot sizes and densities.”</i> ○ The changes would support this occurring as all lots should be able to accommodate at least one new modern additional dwelling if a landowner chose to subdivide/redevelop. ○ <i>“To promote active and alternative forms of transport while providing a convenient centre.”</i> ○ The change to the density would assist to promote the use of other forms of transport, such as higher use of the high frequency bus routes along South Street and the existing pedestrian access ways that provide direct pedestrian access to the Activity Centre from Callaway Crescent. ○ <i>“To promote activation of the Centre both in the day and evening through an inviting dining precinct and community meeting spaces.”</i> ○ The change to the density would assist to activate the centre by increasing the population within the Residential Frame Precinct of the ACP. ● Other reasons that support the changes being proposed include: <ul style="list-style-type: none"> ○ The block bounded by Callaway Crescent, Bayliss Road and Townsing Road, 	<ul style="list-style-type: none"> ● The area in question was considered for inclusion within the ACP as part of the proposed modifications to the original ACP as submitted as, as has been identified by the submitter, it falls within the 400m walkable catchment of the district centre. ● It was excluded on the basis that it did not need to be included to achieve the required density target for the ACP and that Bayliss Road provided a clear edge for the boundary of the ACP consistent with the preferred approach of maintaining a street as the transition between densities where ever possible rather than property boundaries between adjoining properties. ● It is, however, acknowledged that Callaway Crescent might also meet this objective albeit resulting in a more irregular boundary edge in this location. ● During the original advertising period one submission was received from a property (not the current submitter) within the area identified supporting inclusion of the area north west of the intersection of South Street and North Lake Road within the ACP although did not specifically refer to the block bounded by Callaway, Bayliss and Townsing. ● During this advertising of the proposed modifications to the ACP, three submissions have been received from the subject area, this submitter, the original submitter during the first advertising period and from a neighbor of this submitter (Submission Number 8). ● The original submitter has indicated their support for the proposed modifications and expressed a desire to be included within the modified ACP while Submission 8 states an objection to any development although it is unclear if this is in response to the proposed modifications or to the original ACP proposals as submitted. ● It is also noted that two submissions have been received from properties on the eastern side of Bayliss Road and therefore included within the ACP under the proposed modifications (Submissions 30 and 33). One submission supports the proposed modifications and the other objects to inclusion within the ACP. ● In addition a further submission has been received from a property on the western side of Callaway Crescent not supporting inclusion of any land west of North Lake Road in the ACP. ● Including the subject land within the ACP area as requested would further secure provision of the dwelling target

		<p>including our property at 13 Callaway Crescent, Kardinya is within the 400m walkable catchment for the Kardinya District Centre with convenient pedestrian access ways allowing direct access to the Centre from Callaway Crescent. High frequency bus routes along South Street also allow for easy access to the Centre. There is a bus stop on South Street at the end of Callaway Crescent that allows convenient access to the bus route.</p> <ul style="list-style-type: none"> ○ The benefits delivered by the proposed changes would not adversely impact the existing residential character or amenity of the area and would instead improve these factors as housing in the area is upgraded to modern standards. ● It is also expected that the overall built form will remain largely the same under a higher density, particularly considering a two storey maximum can also be applied. The area is currently dominated by large aging two storey single dwellings on single lots. In most cases further subdivision or development of these lots under an R40 code would result in two smaller two or single storey modern dwellings on the same lot. No matter how many additional dwellings are created, the overall building mass and form in the area would remain the same or very similar and not result in new or adverse impacts on the street or neighbouring properties. I note that existing design policies would continue to apply thereby regulating any new subdivision or development and ensure it's acceptable. ● The proposed changes will assist with the actual achievement of density targets on the ground, noting that some landowners may chose not to subdivide or redevelop. ● The proposed changes will have a net community benefit by helping to support the viability of the Centre and the achievement of environmental sustainability targets in relation to transport and the efficient use of resources, including land. ● Noting the above, we request that the following recommendation is presented to Council and WAPC for approval: That the block bounded by Callaway Crescent, Bayliss Road and Townsing Road, Kardinya is included within the boundary of the Activity Centre Plan for the Kardinya District Centre and is part of the Activity Centre Plan Residential Frame Precinct with a residential density code of R40 and with a two storey maximum applying. ● Please note that whatever the final recommendation may be, it is important to us and justified that the density code for our property at 13 Callaway Crescent, Kardinya is increased to a minimum of R40. We therefore request that any recommendation includes this occurring. 	<p>and as noted it is within the 400m walkable catchment, although as this area has not been specifically identified for inclusion during both engagement processes the extent of support or otherwise for such an approach is unclear.</p>
41.	O.	<ul style="list-style-type: none"> ● I object and oppose to the proposition for the south side of Hamersley Way to be zoned R60 whilst the north side is zoned R40. ● Whilst I have listened to the explanation of using roads as boundaries this would NOT be suitable in this instance. The setting of dividing a cul-de-sac in terms of its use i.e., the quiet enjoyment of the street would be irreparably disturbed, it would be dysfunctional, as well as the one way in and one way out access road would be overloaded. ● I would suggest that the zoning is the same for both sides of the cul-de-sac and my preference would be R40 should we have no choice but to increase from R25. The only other suggestion I have is to make it R60 north to include Christensen. That way the whole area would be the same, the frontage would be a road and it would front the park, Laurie Withers Reserve. ● Furthermore, I also oppose the Aldi site being proposed for 9 storey complexes. 	<ul style="list-style-type: none"> ● Where possible it is preferred to utilise streets as the transition between densities rather than property boundaries. The implication of this is that where densities change one side of the street will be designated a different density than the other. The implication for Hamersley Way is that up to three stories in height could be permitted on the southern side of Hamersley as opposed to two stories on the northern side. Under the current R25, buildings equivalent to three stories could already potentially be developed. ● The area proposed as R60 is intended to meet the SPP 4.2 dwelling targets and as a transition area adjoining the "Centre" zoned District Centre. ● The views of property owners fronting Christensen Street to an R60 density is not known however in the previous round of engagement for the ACP as submitted four submissions from three properties fronting Christensen were received. All objected to the proposals contained in the ACP as submitted (albeit they were for substantially higher densities than R60); however, two of those submissions suggested that a range of R25 to R40 was appropriate for the area.
42.	O.	<ul style="list-style-type: none"> ● <i>The following contains commentary on the originally submitted Kardinya ACP and the City of Melville's proposed amendments to the submitted Kardinya ACP. It should be noted that the City of Melville's proposed amendments is strongly opposed due to it being a step in the wrong direction for reasons outlined herein.</i> ● <i>The originally submitted Kardinya ACP gives a greater consideration to the local area than the City of Melville's proposed amendments. For the City of Melville and/or the</i> 	<ul style="list-style-type: none"> ● The submitter is primarily objecting to the proposed modification to the ACP boundary, the effect of which is to remove inclusion of the submitter's property from within the proposed ACP.

WAPC's consideration, further amendments have been suggested in this document to build upon the underlying principles and enhance the originally submitted Kardinya ACP.

- Please note the author of this document, (homeowner within the originally submitted Kardinya ACP zone and a City of Melville ratepayer), has no vested interest with the developer of the Kardinya Shopping Centre and has presented this feedback in the interest of achieving the best community outcome for the Kardinya Activity Centre Plan.
- **ACP Boundary**
For reference, the below image illustrates the City of Melville's (CoM) proposed change boundary of the Kardinya ACP. The proposed change nominally attempts to
 - include the western side of North Lake road, and
 - remove the eastern portion of the boundary

The proposed change of boundary is **strongly opposed**.

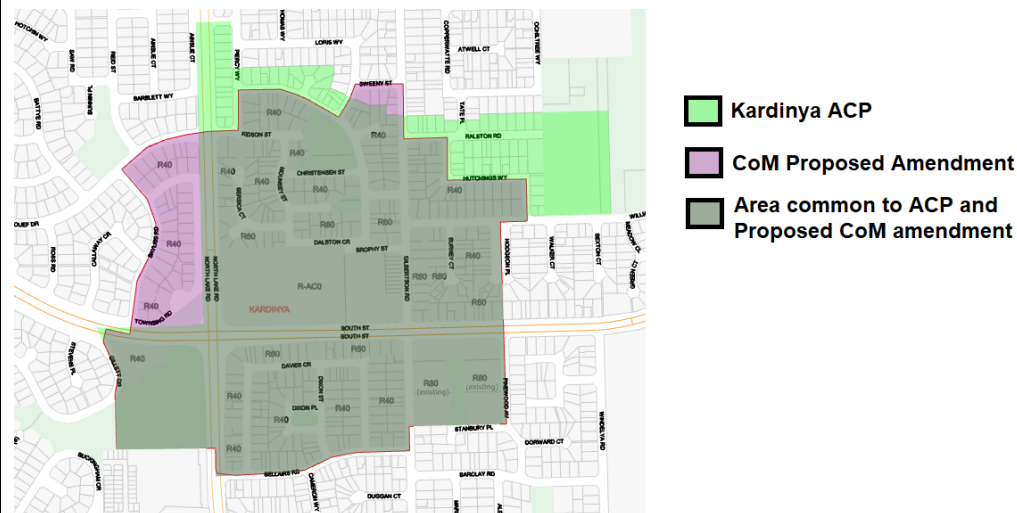


Image above - An overlay showing the current Kardinya ACP proposed boundary (in green) and the proposed amended boundary (in purple) by the City of Melville (CoM). The CoM's proposal is not-supported.

- **CoM's Proposal to Include the Western Side of North Lake Road is opposed.**
The City of Melville proposes to remove a significant portion of the eastern boundary and extend the boundary to the west, beyond North Lake Road. This amendment should be **strongly opposed** for, and not limited to, the following reasons.
 - Extending the boundary to the western side of North Lake Road is not supported because creates a major pedestrian safety concern.
 - North Lake road is a major road, extending the boundary westward is not a serious consideration of a 'walking precinct'. It's surprising, and irresponsible, to suggest otherwise
 - Crossing north lake road involves crossing 6 lanes of traffic.
 - To attempt to safely cross north lake road, pedestrians would need to walk up-to 500m south (uphill) to the Northlake/South Street intersection to press a pedestrian crossing button.
 - Multiple pedestrians crossing at Northlake / South Street intersection will add further disruption to road-traffic
 - Practically, pedestrians will be walking past their desired point to cross North Lake Road, then have to backtrack after crossing at the South Street signals. This mandated path will promote unauthorised and risky crossing of North Lake Road which is an unacceptable risk to the public's safety.

- The submitter is referring to the inclusion of an area west of North Lake Road within the ACP under the proposed modifications. This area has been included as it is within the walkable catchment to the district centre. While it is acknowledged that this area is separated from the district centre by North Lake Road, this is the same as the southern portion of the ACP which is separated from the district centre by South Street, a higher order road with higher traffic volumes.
- Pedestrian access across South Street is available by traffic signals incorporating controlled pedestrian crossing enabling the area south of South Street to be included in the ACP. The same circumstance is applicable at North Lake Road and the area included west of North Lake Road has been so because of its proximity to the controlled pedestrian crossing across North Lake Road.
- The 400m walkable catchment is a criterion in State Planning policy 4.2 that is to be implemented to determine the boundary for an ACP. The City has undertaken a 400m walkable assessment based on clear pedestrian routes including streets, pedestrian rights of way and controlled pedestrian crossings across major roads. Based on this assessment the area proposed to be included west of North Lake Road is within the walkable catchment as per SPP 4.2 and the submitters property is not.

- The suburban road network on the western side of North Lake Road is less conducive to density; roads are less grid-shaped and create oblong-shaped blocks. This limits the development opportunity, which appears to thwart a genuine effort to create a proper ACP and achieve infill targets.
- The housing stock on the western side of North Lake Road is more recent construction. Dwellings are also larger, and the demographic is more affluent. o This mitigates the development opportunity, which, again, appears to thwart a genuine effort to create a proper ACP.
- The only Primary School catchment area for the western side of north lake road is at Kardinya Primary School which is located on the north eastern side of the proposed ACP Boundary
- For the same reason of safety concerns above, further density on the western side means and additional likelihood of young children needing to cross main roads. This creates a further elevated safety risk. There is also minimal setback to the tree-line on the west side of north lake road (decreasing blind-spot reaction times for drivers if a child pops out of the bushes to cross the road)

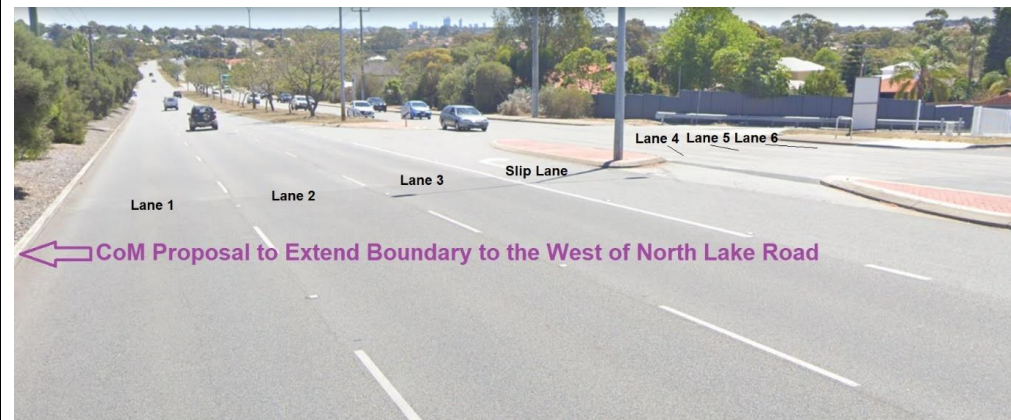


Image Above – North Lake Road showing minimum 6 lanes of traffic.



Image Above – North Lake Road / South Street intersection showing pedestrian route. The Northlake / South Street intersection joining 32 lanes and slip lanes of traffic.



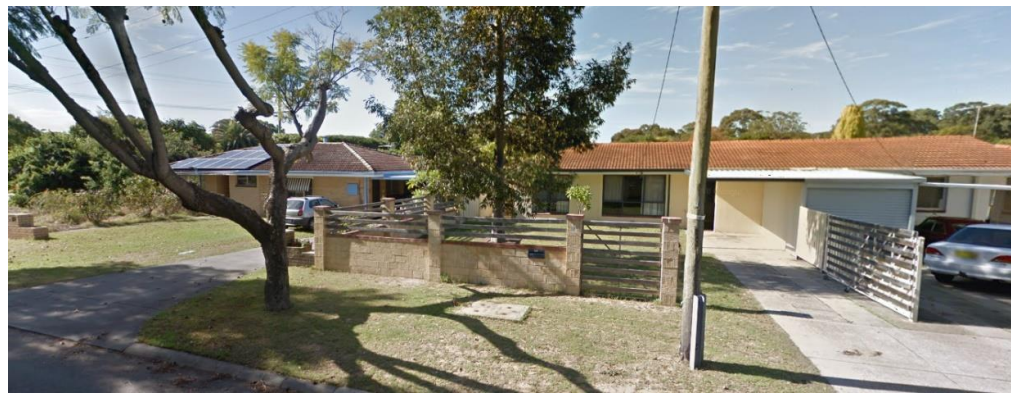
Image Above – Housing stock on the western side of North Lake Road. (image 59 Townsing Road)

- **CoM’s Proposal to Remove the Eastern Portion of the Boundary opposed.**
The CoM proposes to remove the eastern portion of the boundary from the Kardinya ACP. This is strongly opposed due to, and not limited to, the following reasons.
 - *Linkages to a major piece of public green space has been removed from the proposal o The original ACP included over 94,000m2 of public green space within the Activity Centre Plan. Green space is a significant element that is fundamental to density. Without significant public green space within the boundaries of the ACP, the ability to achieve density infill will be drastically reduced.*
 - *The CoM’s proposed amendment to the ACP reduces the overall amount of green space in the ACP by 55%.*
 - *The CoM’s proposed amendment removes all density linkage to Morris Buzacott Reserve, which is required to be a major amenity for the residents within the ACP.*
 - *The CoM’s amended proposal to remove eastern portion of the boundary means next largest green space in ACP is in the south-west corner, across the Northlake/South Street intersection. o For all reasons noted earlier about the safety hazards crossing the intersection, having the only major green open space almost completely removed from the precinct itself is absurd.*
 - *Maintaining the eastern portion of the boundary brings more infrastructure that is integral to an Activity Centre Plan.*
 - *Just outside the north-eastern boundary is Kardinya Primary School. Density in between the Kardinya Shopping Centre and Primary school (particularly on the east side of Gilbertson Road) will promote safe walking routes to the school for children and parents.*
 - *Closer infrastructure such as the primary school and public green spaces increase the desirability for young families where addition density translates to more affordable housing.*
 - *Maintaining the eastern portion of the boundary places density closer to Murdoch University. Just outside the south-eastern boundary is Murdoch University. It is less than a 12 minute walk from Morris Buzacott Reserve to the grounds of Murdoch University. Maintaining the boundary to the east will provide the opportunity for density to be taken-up by students.*
 - *Maintaining the eastern portion of the boundary places the ACP boundary closer to Fiona Stanley Hospital, Murdoch Train Station and all other*

- The submitters comment in relation to reduction in the area north east of the district centre included in the ACP is noted. The comments in relation while acknowledged do not justify retention of the extended ACP area to the north east originally proposed. While the modified boundary has resulted in areas of existing public open space originally falling within the boundary of the ACP no longer doing so the area of existing POS remains , they have not been removed, reduced or altered in any way and their distance from the remainder of the ACP area remains unchanged. As such they are available to service that portion of the locality within the ACP area and this is not in any way altered by the modification to the ACP boundary.
- It is noted that under SPP 4.2 inclusion within an ACP does not generate a need for creation of additional public open space in the traditional form as exists and is referred to in the submitter’s comments. As part of activation of the activity centre itself, rather than its surrounding catchment, creation of more formalized public space such as public squares or piazza’s is encouraged but the “green” spaces referenced by the submitter remain in place and are unaffected by the boundary alteration .

associated industry in the Murdoch Medical precinct. Fiona Staley Hospital employs nurses, cleaners, doctors, trainees, café workers, office workers and all other types of personnel. Fiona Stanley hospital a 25 minute walk from Morris Buzacott Reserve, a 10 minute bike ride and a 6 minute car trip (depending on an available parking space).

- Workers will be attracted to housing with close proximity to their work place.
 - There is a pre-existing underpass under South Street the toward the east of the ACP, making crossing south street safe for students, workers, pedestrians and cyclists.
- The housing stock in the eastern portion of the boundary is older and a substantial amount of housing is at its end of life. A significant portion were built in the 1960's/70's.



Above Image – Typical example of the housing stock, built in the 1960's/70's which is at end of life. These examples are part of the eastern portion of the boundary where the CoM has proposed to remove from the proposed Kardinya ACP (Top image 14 Ralston Rd, bottom 4 Hutchings Wy)

- In general, it appears the CoM's justification for changing the boundary of the ACP is the arbitrary 400m radius from the district centre, purporting a 5-minute walk. Assuming the radius has been taken from the central road located between the "frame and core", the depth of the CoM's consideration to the boundary is appears to represent simple circle, as purported on the image below.

- An arbitrary 400m radius has not simply been assumed as suggested by the submitter. The City has undertaken a 400m walkable assessment based on clear pedestrian routes including streets, pedestrian rights of way and controlled pedestrian crossings across major roads. In addition, the modified boundary reflects the preferred approach of providing the transition between changes in density wherever possible to along streets rather than along property boundaries to minimize potential impacts on abutting properties, therefore the boundary is initially based upon the walkable catchment extent and then tweaked to run where possible along streets.

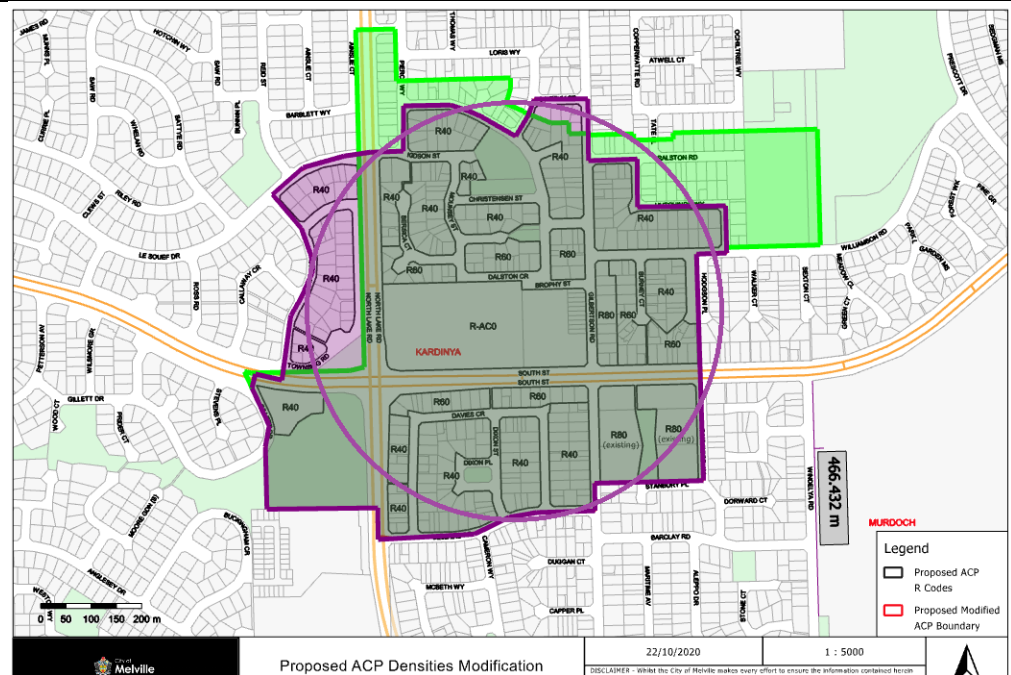


Image Above – CoM’s reasoning to amend the boundary – the circle indicates approx. 400m radius, which supposedly purports a ‘walking precinct’

- As mentioned above, it was assumed the internal road between the frame and core was the centre-point for the radius, however given the major road barriers to the west and south of the proposed Activity Centre Plan (ACP), it would make more practical sense to offset the central point of the ACP on Gilbertson road. After all, the City of Melville has also proposed mixed commercial use on Gilbertson road which will include potential cafés, medical centres, etc, which are all businesses more likely to be ‘walked-to’.
- Noting the above, if the 400m radius is reduced by 80m to the south and west (on account of waiting at least 1 minute to cross the major roads, not accounting for the walk to get to a safe signalised location to cross) and extended by 80m to the north and east to recompensate, the boundary would resemble the following.

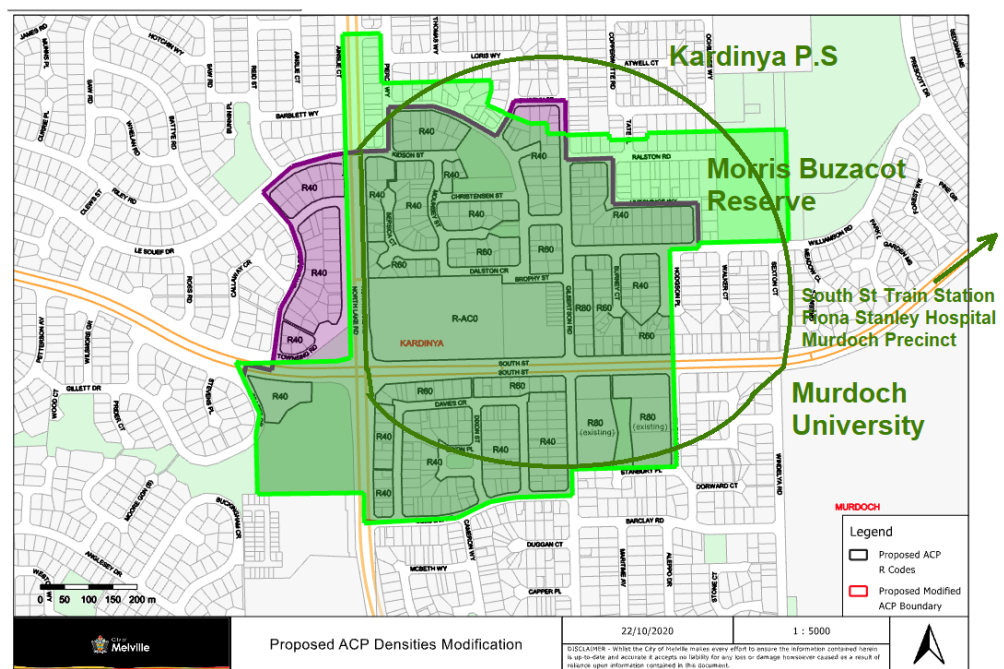


Image above – 400m radius, discounted by circa 80m to the South and West (on account of major road crossings) and increased by 80m to the north and east to offset. Central point over Gilbertson Road.

- The above demonstrates that extension to the east should be promoted. It is a far safer precinct in regard to walking and it provides better proximity to infrastructure such as a primary school, university, public green space and the Murdoch precinct. Those factors will also promote desirability for the area which will attract families, workers, and students.

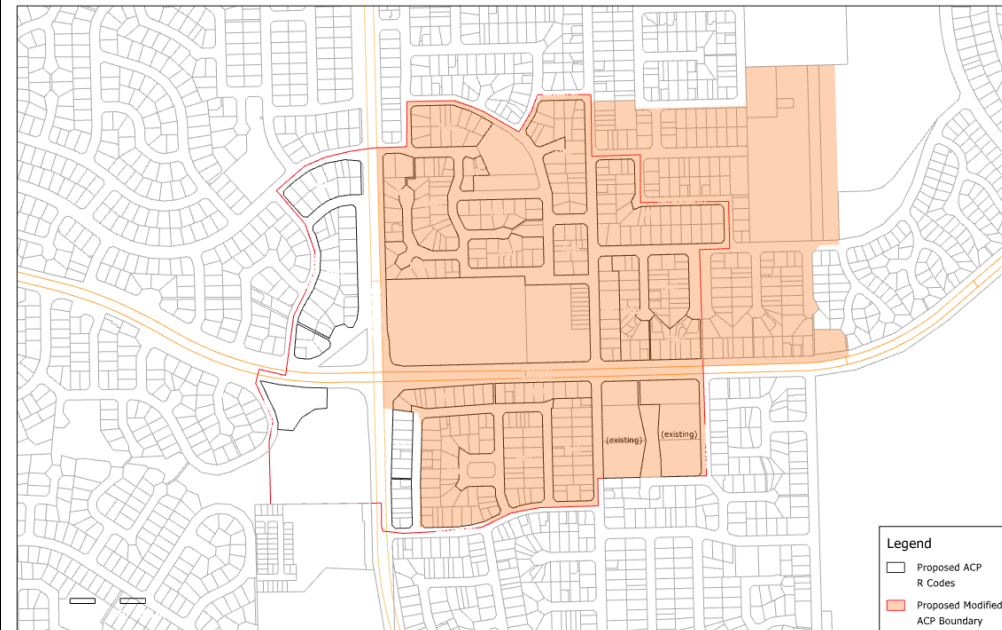
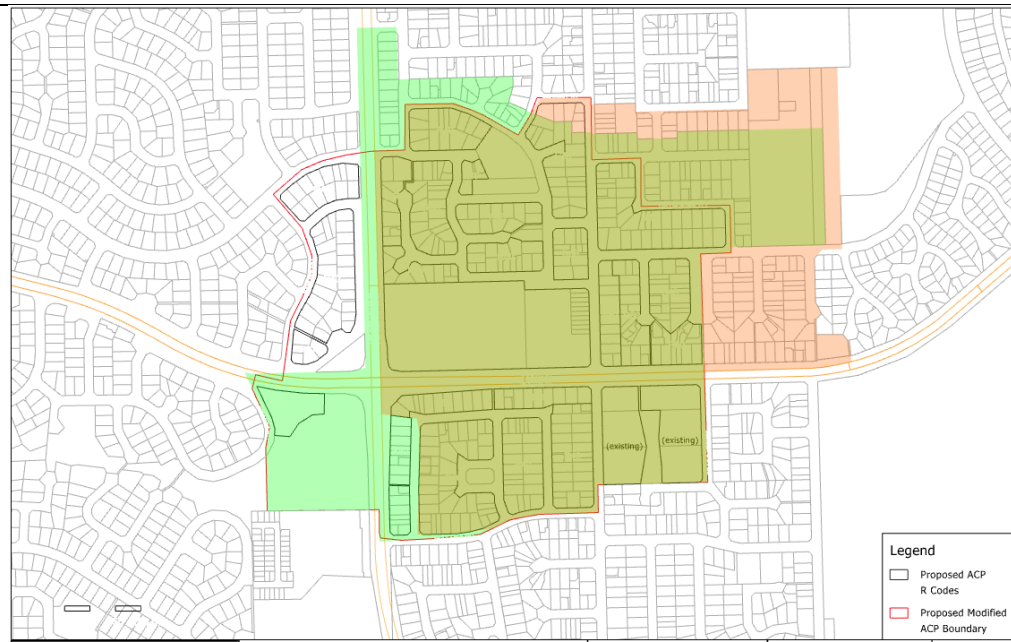


Image above – Potential revised boundary focusing on the eastward extension, bringing more adjacent infrastructure to the Activity Centre

- The above proposal brings adjacent infrastructure to ACP, including Kardinya Primary School, Murdoch University and Morris Buzacott Reserve. It also removes the safety hazard associated with crossing North Lake Road. The portion of the ACP boundary on the southern side of South Street will utilise either the Gilbertson Road signalised intersection or the South Street/Main Street signalised intersection. Both of these traffic signals are addressed in existing ACP proposal. Students and staff heading east toward Murdoch University and Fiona Staley can utilise an underpass which already exists.

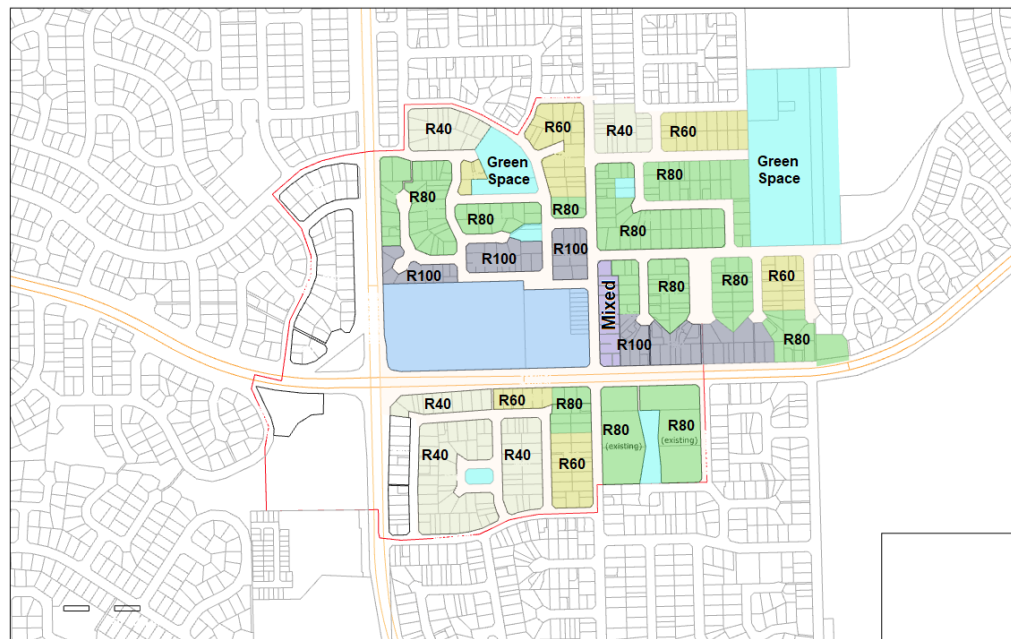
- The submitter’s proposed R Coding and heights are acknowledged. Under the submitter’s suggested approach the street block within which the submitter’s property is located would be retained at R80 and maximum 4 storeys in height as per the original submitted ACP. Areas further to the east, originally within the ACP as submitted but coded R40 and R60 would be designated as R80 and maximum heights increased from 2 and 3 storeys to 4 storeys. Also areas further to the east which were not included in the original ACP as submitted are included and proposed at R60 to R100 with maximum heights ranging from 3 to 5 storeys.
- It is noted that during the original engagement period for the ACP as originally submitted, some 43 submissions were received from the area described in the above paragraph. Of these all but one objected to the proposals contained in the original ACP as submitted. Given the submitter in this case is proposing density and height greater than contained in the originally submitted ACP it is considered reasonable to anticipate that there would be strong opposition to these proposals in the affected area.



The above image overlays the existing Kardinya ACP (Green) and the new proposed amendment (Orange). This CoM's proposal is outlined in a red border but as discussed previously the CoM's proposed amendment is not supported.

- **R-Coding**

The proposed R-Coding below is based on the proposed revised ACP boundary discussed earlier in this document. It creates a precinct with better density in the corridor to the east along South Street and north-east toward the Green Space and Primary School.



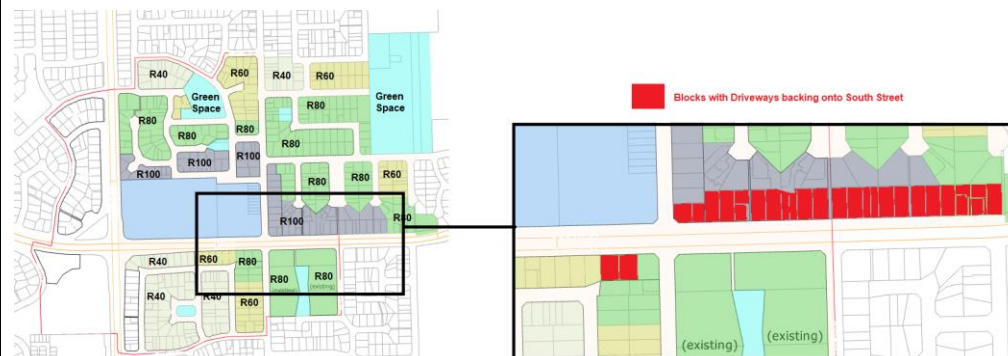
The above image overlays shows the potential R-Coding based on the revised proposed boundary discussed earlier in this document

- The above proposal achieves around 30 dwellings per gross hectare, which is less than the current proposed Kardinya ACP, but more than the CoM's proposed amendments. There is also a pre-existing problem with some of the residences along South Street. A number of houses (shown red in the image below) have driveways that back onto South Street. This does not occur again until South Street reaches the

- During advertising of the proposed modifications to the ACP, 10 submissions have been received from the subject area. All object to the proposals contained in the modified ACP with this submitter and one other objecting on the basis that they do not support the removal of their properties from the ACP area as a consequence of the modification to the boundary. It is noted, however, that all the other objections were on the basis that the proposed modified ACP should be adjusted to further reduce heights and density. Again given this it can be anticipated that there would be substantial opposition to the proposals outlined in this submission.

suburb of Hilton. In the eastward direction, no houses have driveways onto South Street, including when it turns into Ranford Road, over a 20km stretch.

- Given the opportunity, MRWA would likely support an ACP facilitating the eventual phasing out of this scenario. The proposed revised scheme addresses this by creating development opportunities at a scale large enough to make it feasible to amalgamate blocks remove the need for the South Street crossovers by utilising the back streets as entry points.



Building Heights



Maximum building heights are proposed to be commensurate with the R-Coding with R100 Max 5 Storeys and R40 Max 2 Storeys

- The maximum building heights are proposed to follow the same zoning as the R Codes as follows,
 - R100 5 Storeys
 - R80 4 Storeys
 - R60 3 Storeys
 - R40 2 Storeys
- The natural undulation of area has higher elevation (Australian Height Datum) at the Shopping Centre site and lower elevation toward the north-east. The building heights roughly follow the reducing undulation from south-west to north-east.

- As noted the proposed modifications to the ACP generate a balanced approach to density and height which reflects the relevant criteria to be addressed under SPP 4.2 and which deliver the density targets required.
- The submitter’s proposals go beyond what was contained in the ACP as originally submitted which was considered excessive for the context of the Kardinya district centre and the planning framework. This was certainly reflected in the comments received at the time. Given this the proposals under this submission are not supported.

		<ul style="list-style-type: none"> Conclusion <p><i>The proposed City of Melville's amendments are not endorsed because they lack depth and seem to attempt to restrict genuine progress towards a real Activity Centre Plan. Notwithstanding introducing inherent safety concerns it also removes 55% of the included green space in the original Kardinya ACP and disconnects linkages to community infrastructure such as schools and public areas.</i></p> <p><i>The alternative proposal contained in this document builds upon the existing proposed Kardinya ACP in a more community-focused and safe direction by focusing a greater emphasis on the eastward boundary. It creates a more desirable precinct and sets the framework to resolve legacy issues such as having driveways of houses backing onto South Street.</i></p> <p><i>It is recommended the City of Melville and/or the WAPC prioritises the original submitted Kardinya ACP over the CoM's proposed amendments and adopts (or considers) further amendments to the boundary and densities discussed in this report.</i></p>	
43.	S.	<ul style="list-style-type: none"> Whilst I consider Kardinya Park Shopping Centre is in need of updating I am strongly apposed to the height of any apartment buildings on the site rising beyond the first proposal of 9 storeys. It seems to be that the developers are pushing the boundaries of whatever is approved to go higher after the application is passed by council. Is this about a shopping centre upgrade or pushing for more apartments on the site than shopping space? 	<ul style="list-style-type: none"> Noted. The modifications to the ACP as advertised propose a maximum height of 9 storeys.
44.	O.	<ul style="list-style-type: none"> I don't think the new boundary proposal is a good idea, starting with it straddling two busy roads. It doesn't make sense to bring the ACP into a quiet residential area; they should make better use of their own land. This is actually worse than the original proposal. 	<ul style="list-style-type: none"> The submitter is referring to the inclusion of an area west of North Lake Road within the ACP under the proposed modifications. This area has been included as it is within the walkable catchment to the district centre. While it is acknowledged that this area is separated from the district centre by North Lake Road, this is the same as the southern portion of the ACP which is separated from the district centre by South Street, a higher order road with higher traffic volumes. Pedestrian access across South Street is available by traffic signals incorporating controlled pedestrian crossing enabling the area south of South Street to be included in the ACP. The same circumstance is applicable at North Lake Road and the area included west of North Lake Road has been so because of its proximity to the controlled pedestrian crossing across North Lake Road. The submitter's property is not within the area identified and therefore there is no specific change in the status of the submitter's property.
45.	S.	<ul style="list-style-type: none"> I support the council's proposal to limit the height of the apartments to 9 storeys but hopefully an even lower development would help with the traffic. I would hate to see more high rise taking over the quieter streets and cul de sacs behind the shopping centre though I'm not so concerned about high rise being built along the busier streets of South Street and North Lake Road. 	<ul style="list-style-type: none"> Noted. The modifications to the ACP as advertised propose a maximum height of 9 storeys.
46.	S.	<ul style="list-style-type: none"> Thank you for considering the Community submissions and providing feedback sessions. The Council's review process and modifications to the proposed ACP of the developer of the shopping centre are a big improvement and I support the City's submission. This support is a reflection of our community wanting to work together and working within solutions that should be deemed acceptable. We the residents and our Council have provided an opportunity on what can be achieved and not from a submission from 1 property owner with vested interests. As a long term resident of the affected area of Kardinya I make the following submission: <ul style="list-style-type: none"> Higher Density as recommended by the City of Melville for 2 storeys above natural ground level is a justified solution for residential areas as shown on Council documents and conducive for residential living and supporting amenity. Parking bay allocation for the residential area is a concern. Is there an option to allow no residential street parking as an alternative/solution? 1 	<ul style="list-style-type: none"> Noted. Noted. Car parking requirements are governed by the Residential Design Codes and all development will be required to conform to these requirements.

		<p>car bay allocation for each new bedroom per unit to maximum of 2 per unit.</p> <ul style="list-style-type: none"> ○ North side of precinct has narrow street layouts and cul-de-sacs; this will impact from higher density development. Along with the obvious parking issues of access into residential driveway/crossover and huge potential of street parking overflow from the Shopping Centre site from including the 9 storey development site cannot be dismissed. I agree with the residential area of 2 storeys above natural ground level wherever possible. ○ Brutal interfaces of bulk and height have an intrusive impact on residential areas including our narrow width streets and cul-de-sacs designed over 50 years past do not lend to higher density living. Both Peter Tinley, Government Minister for Housing and Tjorn Sibma, Shadow Minister for Planning, both stated this when meeting with concerned residents in recent months. Also the proponents in follow up communication with the Council in regards to the exclusion of residential land west of North Lake Road in the ACP <i>incorrectly</i> stated 'The road layouts are even more confined with cul-de-sac heads and limited access and egress roads than the surrounding residential area' – apparently concurring with the view of cul-de-sacs not being suitable to accommodate higher density development. ○ The State Government's Murdoch Specialised Activity Centre Structure Plan identified the Kardinya District Centre and wider residential catchment surrounding the Centre as a 'low-rise neighbourhood'. Likewise, the City of Melville's Local Planning Strategy recommends investigation of nominated properties along transit routes such as North Lake Road and South Street for low to medium density development (certainly not in narrow width streets small cul-de-sacs). ○ If it was deemed necessary to have a further area of higher density to meet the desired 30 dwellings per gross hectare, then residential area on the western side of the shopping centre should be the preferred location. This area falls well within the 400 meters of the shopping centre, is included in the Council's modified ACP, is located on a transit route, North Lake Road, and has a road running parallel to North Lake Road which is accessed by a slip road, meaning traffic would not be disrupted with vehicles entering or exiting the area. ○ Traffic congestion on South Street and Gilbertson Road will be impacted immensely; Gilbertson Road is not designed or designated for road widening. ○ I support and reaffirm the Council's modified proposal to limit height of apartments at the Kardinya Shopping Centre Development to 9 storey and not the 15-20 storeys the developers had proposed. I also read a printed newspaper real estate article stating the owner of Kardinya Shopping Centre was not concerned about the reduction to 9 storeys. ○ The inclusion of the Aldi/Chicken Treat area has now been considered part of the commercial area with a proposed increase of height to 9 storeys. If this is the case, then consideration of supporting the Council residential area proposal and the community desire to work cohesively should be considered in the modified proposal. That said, I have concerns about the height to 9 storey is this commercial area due to traffic and safety issues, to lessen the impact of this high volume South Street area which also services Fiona Stanley Hospital and St John of God precinct with ambulances under priority I believe a much reduced height limit is necessary. ○ Melville Council is still to proceed with the Bullcreek Shopping Centre Activity Plan, as this approximately 3 kilometers from the Kardinya Activity site; infill targets for a small defined area will be exceeded. Along with the current and ongoing rapid redevelopment single residential to multiple dwelling sites located in Kardinya and all properties within Melville boundaries infill targets are being met. I believe the 400m walkable 	<ul style="list-style-type: none"> • Noted. • Noted. • Noted. • Noted. • Noted. • Noted. • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Noted.
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		<p>printed newspaper real estate article stating the owner of Kardinya Shopping Centre was not concerned about the reduction to 9 storeys.</p> <ul style="list-style-type: none"> ○ The inclusion of the Aldi/Chicken Treat area has now been considered part of the commercial area with a proposed increase of height to 9 storeys. If this is the case, then consideration of supporting the Council residential area proposal and the community desire to work cohesively should be considered in the modified proposal. That said, I have concerns about the height to 9 storey is this commercial area due to traffic and safety issues, to lessen the impact of this high volume South Street area which also services Fiona Stanley Hospital and St John of God precinct with ambulances under priority I believe a much reduced height limit is necessary. ○ Melville Council is still to proceed with the Bullcreek Shopping Centre Activity Plan, as this approximately 3 kilometers from the Kardinya Activity site; infill targets for a small defined area will be exceeded. Along with the current and ongoing rapid redevelopment single residential to multiple dwelling sites located in Kardinya and all properties within Melville boundaries infill targets are being met. I believe the 400m walkable distance can be expanded to allow major feeder roads such as North Lake Road, Somerville Boulevard and Murdoch Drive assist these targets. 	<ul style="list-style-type: none"> • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Noted.
48.	O.	<ul style="list-style-type: none"> • Thank you for considering the community's comments and I appreciate the opportunity to comment on the proposed modification to the Draft Kardinya District Centre Activity Plan (ACP). We are of a mind to support a suitably amended proposal and note that the proposed modifications are largely improved, but would benefit from further refinement, predominately in terms of building heights. • The area near Aldi and Chicken Treat, now considered part of the commercial area, has a proposed increase in height of nine stories. Consideration should be given to the necessity and impacts of such height in this area and suggest that four stories would be a reasonable compromise. Buildings should also have a reasonable setback from the surrounding streets. • Although residential building heights have been reduced on some lots, there are still some streets where three stories have still been proposed. This includes Hamerley Way, Bersica Court, Dalston Crescent, Burney Court and Davies Crescent. Such height is considered excessive in narrow streets and would negatively affect privacy of surrounding residents and impact traffic flow. Based on the same reasoning, we also suggest that the four stories proposed along Gilberston Road be reduced, preferably to two stories. • As mentioned in our previous submission, "We were very surprised to learn that our house has been included in the ACP without any correspondence from the developer, or choice to whether we wanted to be included in the ACP. We are also unsure why our house is included, when we are on the very outer edge and our zoning remains the same at two stories." We note that the ACP boundary has been reduced and that we are pleased that our property is no longer included in the proposed modified ACP. • We would also like to confirm our support for the Council's modified proposal to limit the height of apartments at the Kardinya Shopping Centre Development to nine stories as opposed to the 15-20 stories proposed by the developers. • Thank you for giving balanced consideration to the community's concerns. 	<ul style="list-style-type: none"> • Noted. • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Under the current planning framework building heights equivalent to 3 storeys are already possible in the streets identified. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. • Noted. • Noted.
49.	O.	<ul style="list-style-type: none"> • I object to any zoning changes in Sommerville, and your proposal will create a precedent that will be exploited by developers. I left old Kardinya to escape the infill. The roads in Sommerville were designed with the restrictions in the covenants in mind. Since most houses have 2 cars, doubling or tripling the number of houses could result in 4 to 6 times more cars. LeSoufe dr can not cope with that. Also most roads here are curved and have blind bends so increased traffic on the curved roads will make it unsafe for pedestrians and children. Contain the redevelopment to the old areas of Kardinya and leave Sommerville as a place where families can enjoy larger blocks. 	<ul style="list-style-type: none"> • The area referred to by the submitter is within the 400m walkable catchment of the district centre and therefore under SPP 4.2 should be contemplated for inclusion within the ACP. • It is noted that the submitter's property is estimated to be approximately 1km west by road of the area proposed to be included in the ACP at its nearest point.

50.	O.	<ul style="list-style-type: none"> • While I appreciate the responsiveness of the Melville City Council and planning staff to community objections to the proposed rezoning of the area surrounding the Kardinya Shopping Centre, I remain opposed to the extension of high-rise zoning to the full shopping centre area and to the approval of any development above three storeys within the residential part of the suburb. Three story apartment complexes would generally be acceptable along main thoroughfares of South Street and North Lake Road only. • My objections arise more generally from a deep concern about the undemocratic, and profit-driven processes that led to the unfortunate approval of the original apartment complex as part of the Kardinya Shopping Centre proposed redevelopment and the further effort to place real estate development over community values in allowing a private developer to initiate an Activity Plan on the pretext of serving the government's density targets. • Kardinya is already in the process of rapidly transforming its density limits through sub-division of existing properties. While this does indeed raise concerns about loss of garden and tree cover, this can be managed through better building regulation and better use of the public verge space to ensure tree cover and more compact two-storey buildings or units on subdivided blocks. The problem with apartment complexes above 3 storeys is that they are not ideal for families with young children and encourage a less stable demographic that is not conducive to neighbourhood connectivity. Indeed, there does need to be greater availability of low-level medium-density units and apartments for singles and couples. But having lived in a four-storey apartment with a young child in our early years in Australia, I can say from experience that this is not ideal for young families. As there is also substantial evidence on the importance of gardens for well-being in general, it is debatable whether high rise apartment living is ideal for any age-group. • As a general principle, high rise apartment buildings belong in the CBD of Perth and no apartment complexes above six storeys belong outside this zone. As an even more important principle, established suburbs should not be turned over to developers whose interests are not those of the families who wish to stay in the community that they have spent years contributing their energies to build. Those who have been enticed to favour plans in the very stilted 'consultations' that were offered by the proponents of the original development and the subsequent Activity Plan, do so having been persuaded that they will profit (disproportionately) from these proposals. Clearly from the results of the petition and largely independent submissions made to council, they are in the decided minority, with over 80 % of responses opposed to high rise development and to the dramatic change in the character of the suburb that would be introduced by changed zoning. • I believe not only that the unacceptable components of the original and revised plans should be rejected by the WA Planning Commission but also that there be a review of regulations and planning procedures to prevent future travesty of community values and consultation practices as have occurred in this case. 	<ul style="list-style-type: none"> • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Under the current planning framework building heights equivalent to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. • The exception is the R80 designated areas where 4 storeys are allowable under the R Codes for R80 development. The majority of the R80 designated area in the modified ACP is already zoned R80 and therefore the 4 storey height is already available. The only new R80 area proposed in the modified ACP is the proposed mixed use precinct along a small portion of Gilbertson Road as a consequence of its location and evolving mixed use nature. In this instance the R80 designation and four storey heights are appropriate. • Noted. • Noted. • Noted.
51.	O.	<ul style="list-style-type: none"> • I have lived in Kardinya for over forty years and am very pleased and relieved that the City of Melville has listened to the concerns and acted upon the suggestions of the Kardinya residents regarding the Activity Centre Plan (ACP). The modified plan, proposed by the City of Melville, is a big improvement on the original plan; however, I believe there are a few more tweaks that would please all concerned, including the requirements set down by the WA State Planning Committee regarding housing density. • Firstly, the narrow streets in the northern catchment area, without lane markings or footpaths, are relatively safe for children and families who walk or cycle to school, to parks and sport facilities and to the shops. I believe this safety will be detrimentally compromised if the housing density in this area rises above the housing zone of R40. In many streets of the City's proposal, R40 zoning has been maintained but I refer especially to Hamersley Way, which is proposed to be rezoned to R60 on one side of the cul de sac. It is essential that the R40 zoning be maintained throughout that entire cul de sac. Dense dwellings above R40 would result in increased street parking, which would result in drivers, cyclists and 	<ul style="list-style-type: none"> • Noted. • The area in question is proposed as R60 to meet the SPP 4.2 dwelling targets and as a transition area adjoining the "Centre" zoned District Centre. The transition between density codes is preferred along streets rather than property boundaries to minimise impacts on directly adjoining properties and this is reflected in the allocation of density as proposed in the modifications to the ACP. • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location

		<p>pedestrians not being able to clearly see each other. Most likely, parents would choose the safer option of driving their families to and from school, which would increase traffic in the narrow streets even more.</p> <ul style="list-style-type: none"> • Secondly, the proposal to allow a height of nine storeys in the frame of the ACP would be overbearing for the residents in the surrounding streets. Perhaps that height could be brought down to four storeys, which would be more acceptable and favourable to the residents. • To counteract this reduction in density in Hamersley Way and the frame, I propose there be an increase in a few streets of the western catchment area of Kardinya. Ainsley Court, Bayliss Road and Townsing Road, which run parallel to North Lake Road, could be increased to four storey housing, as residents there are a few minutes' walk from the North Lake Road/South Street intersection pedestrian crossing and the new shopping centre. • I trust these suggestions will be considered and that the City of Melville will continue to listen to the residents of Kardinya and address our issues by revising the current ACP proposal to incorporate our appropriate and well thought out proposals. 	<p>and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.</p> <ul style="list-style-type: none"> • Noted. • Noted.
52.	O.	<ul style="list-style-type: none"> • Thank you for considering our previous submissions. We consider a height of 9 storeys to be excessive, 4 storeys would be more acceptable. For less impact on surrounding streets and traffic the commercial area [near Aldi/Chicken Treat] should be reduced to 4 storeys. The 3 storey height proposed for some areas we consider to be excessive for the narrow streets and increased traffic needing to use the South Street/ Gilbertson Road lights. 	<ul style="list-style-type: none"> • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Under the current planning framework building heights of equivalent to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals.
53.	S.	<ul style="list-style-type: none"> • I agree with the City Of Melville recommendation that under the proposed precincts lot17 (KPSC) and lot 31 (Kardinya Square) be accommodated within one "Core" precinct covering the whole "Centre" zone. As per the City Of Melville comments "There is no policy or element of the planning framework that stipulates this portion of the district centre as being intended for lower intensity development" 	<ul style="list-style-type: none"> • Noted.
54.	S.	<ul style="list-style-type: none"> • I agree with the City Of Melville comments that both lot 31 and lot 17 be accommodated with one "core" precincts covering the whole "centre" Zone. I support the district centre of the ACP as a core as long as the Restrictive covenants and easements rights be protected and not removed for any reason unless agreed by all current land owners on Lot 17 and lot 31. 	<ul style="list-style-type: none"> • Noted.
55.	S.	<ul style="list-style-type: none"> • I agree with the City Of Melville comments that both lot 31 and lot 17 be accommodated with one "core" precincts covering the whole "centre" Zone. I support the district centre of the ACP as a core as long as the Restrictive covenants and easements rights be protected and not removed for any reason unless agreed by all current land owners on Lot 17 and lot 31. 	<ul style="list-style-type: none"> • Noted.
56.	O.	<ul style="list-style-type: none"> • The Council's modifications to the proposed ACP by the developer are a big improvement on the original submission. But as a long term resident of the Kardinya area, I oppose any high density in the area north of the proposed APC as all traffic from the higher density would need to go to the only exit and would totally congest from Mckleery St trying to exit onto Gilbertson Road. Also I object to having people in three storey building looking into my backyard, I would have no privacy. • I oppose to small cul-de-sacs such as Hamersley Way behind the shopping centre, being rezoned for higher density living. Small cul-de-sacs just do not lend to higher density living. This is a widely held belief as both Peter Tinley, Government Minister for Housing and Tjorn Sibma, Shadow Minister for Planning; both stated this when meeting with concerned residents in recent months. Also the proponents in follow up communication with the Council in regards to the exclusion of residential land west of North Lake Road in the ACP incorrectly stated 'The road layouts are even more confined with cul-de-sac heads and limited access and egress roads than the surrounding residential area' – apparently concurring with the view of cul-de-sacs not being suitable to accommodate higher density development. Parking would certainly be an issue with the water table in the area preventing underground 	<ul style="list-style-type: none"> • Noted. Under the current planning framework building heights equivalent to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. It is also noted that under the proposed modifications the submitter's property and all properties adjoining it are proposed as R40 with a two storey maximum height limit so the reference to three storeys looking into the submitter's backyard is incorrect. • Noted. The location of the subject area within the 400m walkable catchment of the district centre as per SPP 4.2, however, means that this area cannot be excluded. The proposed modifications are considered a balanced response to the various matters that need to be addressed and community expectations. • Noted as per comment above.

		<p>parking spaces for any development. The whole family friendly vibe of small cul-de-sac would be completely changed if the current proposal of the Council were to be implemented.</p> <ul style="list-style-type: none"> The State Government's Murdoch Specialised Activity Centre Structure Plan identified the Kardinya District Centre and wider residential catchment surrounding the Centre as a 'low-rise neighbourhood'. Likewise, the City of Melville's Local Planning Strategy recommends investigation of nominated properties along transit routes such as North Lake Road and South Street for low to medium density development (certainly not in small cul-de-sacs). My suggestion would be that the section directly behind the shopping centre which includes Hamersley Way be kept at the current height level. If however it was deemed necessary to have a further area of higher density to meet the desired 30 dwellings per gross hectare it would appear the residential area on the western side of the shopping centre would be a preferred location for R60 zoning. This area falls within the 400 metres of the shopping centre, is included in the Council's modified ACP, is located on a transit route, North Lake Road, and has a road running parallel to North Lake Road which is accessed by a slip road, meaning traffic would not be disrupted with vehicles entering or exiting the area. I also oppose the Aldi site being proposed for 9 storey complexes. With the currently approved 9 storey apartment complex being directly opposite, as well as the enlarging of the shopping centre, the traffic congestion would be horrendous. 4 storeys would be more appropriate. 	<ul style="list-style-type: none"> Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.
57.	O.	<ul style="list-style-type: none"> The Council's modifications to the proposed ACP by the developer are a big improvement on the original submission. But as a long term resident of the Kardinya area, I oppose any high density in the area north of the proposed APC as all traffic from the higher density would need to go to the only exit and would totally congest from Mckleery St trying to exit onto Gilbertson Road. Also I object to having people in three storey building looking into my backyard, I would have no privacy. 	<ul style="list-style-type: none"> Noted. Under the current planning framework building heights equivalent to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. It is also noted that under the proposed modifications the submitter's property and all properties adjoining it are proposed as R40 with a two storey maximum height limit so the reference to three storeys looking into the submitter's backyard is incorrect.
58.	O.	<ul style="list-style-type: none"> Whilst we support the reduced height of the proposed high rise what we want is the smallest amount of high rise possible. If the proposed highrise on South Street (backing onto Davies Cr.) has resident's vehicle entry from South Street it will create massive traffic problems and if the residents vehicle entry is on Davies Crescent again major traffic problems. Currently vehicles within the zoned area that cannot park on the property owned or rented park on the road, the street verge, whatever is available. Residents currently negotiate the best possible route to get from point A to point B. The proposed height changes the area Aldi/Chicken Treat area creates another set of traffic issues. Also, we would ask the Council to address our earlier submission regarding the impact on nearby properties during the compacting and construction of the proposed buildings. Also, how do the changes that Westfield is proposing at Garden City Shopping Centre impact the Kardinya proposal? 	<ul style="list-style-type: none"> Noted. The proposed modifications designate the submitter's property as R40 with a two storey maximum height. The properties backing onto South Street are designated as R60 with a three storey maximum. It is noted that under the current planning framework building heights equivalent to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. Vehicular access is not permitted onto South Street by MRWA where alternative street frontage is available. Any future development will be required to meet the requirements of the R Codes including provision of on site parking. These matters will be managed and regulated under relevant construction and building requirements at the time of development. Proposals at other centres do not impact upon consideration/assessment of the proposed Kardinya District Centre ACP.
59.	O.	<ul style="list-style-type: none"> In September 2020 I sent you a submission outlining my objections to the Kardinya ACP submitted by the developer of the Kardinya shopping centre through the Melville City Council to the WAPC. I have since then read the Council's proposed amendments and attended the Council's public briefings and am pleased that these amendments significantly modify the ACP to something that is a lot more acceptable. A couple of things still don't seem right to me. <ul style="list-style-type: none"> Changing of the residential R-Codes that allow multi-storey buildings in small cul-de-sacs in particular my street Hamersley Way just doesn't make sense with regard to access and car parking /congestion. There is already quite a bit of on-street parking now in front of blocks that have been subdivided where the residents have more than one car and limited parking. This would only get worse in a small cul-de-sac with multi-storey apartments that have limited parking facilities. Most families have 2 cars even if they live close to public transport and most of the multi-storey developments that I'm familiar with only provide parking for 1 car. On a personal level it goes without saying that if the properties on the 	<ul style="list-style-type: none"> Noted. The proposed modifications propose maximum heights of two and three storeys in Hamersley Way. Under the current planning framework building heights equivalent to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. Any future development will be required to meet the requirements of the R Codes including provision of on site parking. As per comment above.

		<p>opposite side of our small cul-de-sac are approved for 3 storey development the value of our property would certainly be decreased. I suggest that multi-storey developments be confined to the major arterial roads, South Street, Gilbertson Road and along the western side of North Lake Road, as stated in Melville's Local Planning Strategy.</p> <ul style="list-style-type: none"> ○ I also previously objected to the proposal to change the R codes to allow for 15-20 storey apartments on the current Aldi/Tavern/Chicken Treat site. The Council proposes to change that to the same height of the apartment building approved for the shopping centre of 9 storeys. A height of 9 storeys in that area would be inappropriate and too over-bearing especially in relation to the traffic in surrounding streets and residential areas. I believe a height restriction of 4 storeys would be more appropriate. ● Having the opportunity to comment on the Council's modifications to the developer's ACP is appreciated and I hope you will consider the points I've made. 	<ul style="list-style-type: none"> ● Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.
60.	O.	<ul style="list-style-type: none"> ● I refer to my previous submission in relation to the Kardinya Park Activity Centre. I welcome the opportunity to provide additional feedback. I approve the council's decision to limit the height of development at the Kardinya Shopping Centre to 9 storeys, generally. However, I note that the proposal now extends the permitted area of this height to include the current Aldi/Tavern area, bounding Gilbertson Road, which is not appropriate. ● I continue to object strongly to the proposed modified Kardinya Activity Centre Plan for the following reasons, in brief, among others, with more detailed submissions to follow: <ul style="list-style-type: none"> ○ There should be no extension of the plan boundary South of South Street or West of North Lake Road. South Street and North Lake Road are busy 6 lane roads forming natural boundaries (difficult to cross, particularly given the proposal for high density development South of South Street). ○ In any event, buildings of more than 2 storeys should not be permitted along Pinewood Road or Gilbertson Road which are suburban residential roads unsuitable for consequent increased traffic. School children pass through this area on foot on their way to school. Higher buildings in those areas will reduce amenity of existing residences (ratepayers/voters). ○ The council should not be in thrall to the grandiose ambitions of the "major land owner" - read property developer - the council is elected to represent all the residents of the city of Melville, including the current residents of the area impacted by the modified plan. Any development should be suitable for site, in size and in concept. The modified plan, insofar as its extension and modification of existing building heights is concerned, as noted above, is neither suitable nor sensitive to the residential nature of the site. This is not an inner-city site. ● Simply because the plan has been modified does not mean that it has ceased to be misconceived at least in relation to the issues canvassed above. Simply because the council is required to adopt an Activity Plan, does not mean that it has to adopt and approve all the ambitions of the developer. 	<ul style="list-style-type: none"> ● Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. ● SPP 4 requires inclusion of a 400m walkable catchment around the district centre within an ACP. ● The western side of Gilbertson Road south of South Street is designated for a maximum of two storeys under the modified ACP proposals. The eastern side of Gilbertson and the western side of Pinewood Avenue south of South Street is identified for a maximum of four storeys. The area between these two streets is currently zoned Residential and Coded R80 under Scheme 6. The maximum four storeys is the allowable height under this existing zoning, the proposed ACP does not propose to change the existing zoning in place and the heights identified reflect what currently exists in the planning framework. ● The proposed modified ACP is considered a balanced response to the often competing policy requirements and interests/views of the community. The reality is that the City does not make the decision in relation to the ACP and ignoring the policy imperatives as promoted in the submitter's comments is unlikely to secure the outcome they seek. The balanced approach outlined in the modifications is considered most likely to achieve an outcome that best responds to community feedback.
61.	O.	<ul style="list-style-type: none"> ● Thank you for listening to, and acting on the concerns previously raised by myself and other local residents regarding the proposed development and urban fill of certain areas of Kardinya. I am sincerely grateful for your actions in reducing the previously ridiculous proposal of 15-20 stories for units in the KMart redevelopment plans. While I am not anti development or anti progress I do want to air my concerns about several aspects of the plans. ● Kardinya by design is not a place that people just drive through to get to somewhere else. This means out streets are narrow and that we have only a couple of thoroughfares. The main egress roads for this area being Gilbertson Rd and South Street. Many blocks of land have already been subdivided and built on. I am a veritable island in my street (Cameron Way) as one of the few blocks that haven't been subdivided. There are always cars parked in the street and I truly sympathise 	<ul style="list-style-type: none"> ● Noted. ● Noted. The submitter's property is not within the proposed ACP area so is no change is proposed to the planning framework as it affects that property.

		<p>with the drivers of our rubbish collection vehicles and delivery vehicles.</p> <ul style="list-style-type: none"> • The proposed high rise in Davies Crescent will significantly increase the volume of traffic and dare I say it, on street parking by tenants and visitors. Units often only accommodate two cars and very little visitor parking. Am also extremely concerned about where the building workers will park while construction is underway. Units here should not exceed four stories above ground. • Traffic exiting this area of Kardinya must do so via Gilbertson Rd and then the South Street intersection. I worry sometimes about what would happen should there be a fire at North Lake or closer as there is only one exit from this section of Kardinya. • This intersection already has the complication of: Turning arrows at the lights, lights that allow a Uturn Buses on Gilbertson Rd and South Street BP Garage entry and exit driveways Entry and exit driveways into existing units at 90, 92 and 96 Gilbertson Rd Entry and exit driveway into the Day Spa Entry and exit into shopping centre and car park at rear of Kardinya Tavern and Aldi Biophysics Street exists from shopping centre onto Gilbertson Rd Entry and exit into local commercial offices, namely the Ray White Real Estate and Driveway into an existing residence. (86 Gilbertson Rd) Large trucks using South Street instead of Leach Highway, Emergency Services vehicles (Fire, Police and Ambulance). This intersection requires great concentration and care to negotiate. I wonder just how much more this sole artery can accommodate and shudder to think about how it will cope with the builders and construction phases of the proposed developments. • On the other side of South Street in the existing precinct of KMart and Aldi I strongly object to buildings being higher than four stories ABOVE the ground but accept your compromise of nine but only for this build. All others that are internal to the suburb like Burney Court and Dalston Crescent should not be allowed to exceed four stories ABOVE ground. Egress for these residents will also be via the already overstretched Gilbertson Rd/ South Street intersection. Similarly with the increase in density proposed for Burney Court and Dalston Crescent area. The egress points from these streets onto Gilbertson Rd are practically opposite each other. • I thank you again for your courtesy in listening to locals and hope that a compromise can be found to enable a win win for all of us. 	<ul style="list-style-type: none"> • The ACP proposals for Davies Crescent under the proposed modifications comprise a maximum of two storeys for the majority of the street and a maximum of three storeys for that portion backing unto South Street; as such the maximum height proposed in Davies Crescent is three storeys. • Noted. • Noted. • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Noted.
62.	S.	<ul style="list-style-type: none"> • Thank you for considering our previous feedback. I fully support limiting the shopping centre area to 9 stories. I am still concerned re traffic density and really want to trust this will be considered in final plans. I am ok with the plans as they are today; however really want the height consideration to be limited as much as possible to consider tree canopy and traffic concerns. 	<ul style="list-style-type: none"> • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.
63.	O.	<ul style="list-style-type: none"> • My property at 13 Ralston Road was shown as included in the first ACP but has now been excluded in the proposed amendment. It appears that the area previously included in the ACP to the East of the suburb (Ralston Road /Hutchings Way / portion of Morris Buzzacott reserve) has now been excluded in preference for anew area on the western side of Northlake Road (Bayliss Road / Townsing Road). • I have been a resident of Kardinya for over a decade and understand that progress is inevitable, however the question is how to best address this and provide the right long term outcome for the suburb as it prepares for growth along with the increase in density and increased number of residents. Given the above and after significant discussion with other residents and neighbours, I note that I am strongly opposed to the proposed change to the ACP which removes the eastern area in preference for the area to the west of North Lake road for the following reasons: <ul style="list-style-type: none"> ○ The new proposed area to the west of North Lake Road consists of predominately new housing stock which is less likely to be developed in the medium term and therefore a change to the R-code is unlikely to provide an incentive to develop and provide increased density. ○ Increasing density to the west of North Lake Road, would lead to increased safety risks as residents would need to either cross a 6 lane road (North Lake Road) to access the Kardinya Shopping Centre, or alternatively a 6 lane road (South Street) to access the Alan Edwards Park Oval to exercise. ○ To improve public safety if the density was increased to the West of North Lake Road, would likely involve modifications to the road and foot path infrastructure in this area and more likely an overpass or underpass. These 	<ul style="list-style-type: none"> • The submitter is objecting to the proposed modification to the ACP boundary, the effect of which is to remove inclusion of the submitter's property from within the proposed ACP. • The submitter is referring to the inclusion of an area west of North Lake Road within the ACP under the proposed modifications. This area has been included as it is within the walkable catchment to the district centre. While it is acknowledged that this area is separated from the district centre by North Lake Road, this is the same as the southern portion of the ACP which is separated from the district centre by South Street, a higher order road with higher traffic volumes. • Pedestrian access across South Street is available by traffic signals incorporating controlled pedestrian crossing enabling the area south of South Street to be included in the ACP. The same circumstance is applicable at North Lake Road and the area included west of North Lake Road has been so because of its proximity to the controlled pedestrian crossing across North Lake Road. • The 400m walkable catchment is a criterion in State Planning Policy 4.2 that is to be implemented to determine the boundary for an ACP. The City has undertaken a 400m walkable assessment based on clear pedestrian routes including streets, pedestrian rights of way and controlled pedestrian crossings across major roads. Based on this assessment the area proposed to be included west of North Lake Road is within the walkable catchment as per

		<p>costly works will affect all Melville residents and does not provide value for money for the rate payers where better options are available.</p> <ul style="list-style-type: none"> ○ Currently the suburb has only one school – Kardinya Primary School which both my children have attended – increasing the density to the West of North Lake Road would likely mean that children from this area would attend the school. Given the safety concerns noted above, the potential for a serious safety issue due to crossing these busy roads is a significant risk. Hence the proposal to increase the density in this area is likely to cause harm unless significant council and rate payer funds are expended on new infrastructure to ensure safety. ● Further to the above points, there seem to be more benefits to increase the suburb density to the East (Ralston Road / Hutchings Way) as per the original ACP. I therefore note that I strongly support the original ACP which included these areas for the following reasons: <ul style="list-style-type: none"> ○ The area to the East of the suburb and the original ACP consists predominately of old housing stock and as such would seem like a better area to increase density over the medium term. These areas are slowly being developed by homeowners and therefore it would seem logical to include these in the ACP and increase density in the areas which will be developed anyway. ○ The east area of the suburb as originally included in the ACP, is within easy walking distance to the Kardinya Shopping Centre using secondary roads, as opposed to negotiating 6 lane main roads as noted earlier. Hence this area provides a safer area for development in terms of public safety. ○ Increasing density to the East of the suburb as per the original ACP proposal will not require significant rate payer funds to upgrade footpath or road infrastructure – unlike areas to the west of North Lake Road. ○ Kardinya Primary School being the only school in the suburb, is located on the eastern side of the suburb and therefore it would make sense to increase the density in walking distance to this facility. ○ The Morris Buzzacott Reserve which includes sporting ovals, tennis courts, hockey facilities, bowls club and netball courts, are adjacent to the east of the suburb and the area previously included in the original ACP. It seems sensible to increase the suburb density where residents will have direct access to adjoining sporting facilities without the need to travel. ● In summary I believe that a better outcome for Kardinya Residents and Melville ratepayers would be to include the Eastern section of the suburb as per the original ACP (i.e Ralston Road / Hutchings Way) and not the new area to the west of North Lake Road. 	<p>SPP 4.2 and the submitter's property is not.</p> <ul style="list-style-type: none"> ● It is noted that during the original engagement period for the ACP as originally submitted, some 43 submissions were received from the area described in the above paragraph. Of these all but one objected to the proposals contained in the original ACP as submitted. ● During advertising of the proposed modifications to the ACP, 10 submissions have been received from the subject area. All object to the proposals contained in the modified ACP with this submitter and one other objecting on the basis that they do not support the removal of their properties from the ACP area as a consequence of the modification to the boundary. ● All the other objections were on the basis that the proposed modified ACP should be adjusted to further reduce heights and densities. Given this it can be anticipated that there would be substantial opposition to the proposals outlined in this submission. ● The proposed modifications to the ACP are considered to generate a balanced approach to density and height which reflects the relevant criteria to be addressed under SPP 4.2 and which deliver the density targets required. ● The submitter's proposal is to return to what was contained in the ACP as originally submitted and which was excessive for the context of the Kardinya district centre and the planning framework. Given this the proposals under this submission are not supported.
64.	S.	<ul style="list-style-type: none"> ● I'm in favour of the modified Kardinya Activity Centre Plan. The height restrictions proposed are much more suited to the residential area and the Neighbourhood in this area. I'm now looking forward moving into our new Home. 	<ul style="list-style-type: none"> ● Noted.
65.	S.	<ul style="list-style-type: none"> ● Regarding the new ACP, they are to us much better than the other ones. With the first ACP our narrow block would have had 4 stories high buildings on all sides and the traffic would be awful with cars and shopping trollies throughout street. If we must have a ACP for this little colder sack area then this is the one. At the meeting people showed concern about the traffic on Gilbertson Road so just a thought maybe having it one way from Mc Kleery Street to Crossland Way that will cut in by half. 	<ul style="list-style-type: none"> ● Noted.
66.	O.	<ul style="list-style-type: none"> ● On Monday 30th October 2020 I emailed Cr Sandford with the following <i>Dear Cr Sandford, It is quite clear from the above report that the developers have not been able to provide an adequate Traffic Impact Assessment (TIA) to MRWA. In that there are approximately 34 items under the heading "Issues" and approximately 34 "Comments" with regards to these issues. The CoM have said they prefer the developers to provide a TIA email dated 5/11/20 from Gavin Ponton. " If the</i> 	<ul style="list-style-type: none"> ● The MRWA report referred to by the submitter was received after preparation of the report and its inclusion within the agenda for the Council meeting of the 17 November 2020. Councillors were however advised of its receipt verbally at the Agenda Briefing Forum on the 3 November 2020 and via an Elected Members Bulletin circulated prior to the Council meeting. This advised as follows; <i>As advised at the Agenda Briefing Forum on the 3rd November 2020, the City has received updated comment from Main Roads Western Australia (MRWA) in response to additional information provided to MRWA at its request, by the proponents of the Kardinya ACP.</i>

		<p>developers aren't able to meet this requirement the City would CONSIDER the option of commissioning its own traffic investigations."</p> <p>I would like to point out again that the MRWA report only covers their area of responsibility and shows how poorly the developers have addressed MRWA concerns. Surely with a track record like that it is imperative that CoM not only CONSIDER but should immediately commission its own TIA covering not only those roads within the 400metre radius but the adjoining roads that will be severely impacted by the proposed rezoning.</p> <p>I was a little surprised that the councillors were not given the full MRWA report given the level of issues and comments it contained.</p> <p>I would therefore respectfully request that the CoM commission it' own TIA in light of MRWA's report to CoM. and this report be made available to any public forum that will be convened in the future. The traffic/parking question will affect a much bigger area than just the 400meter area of the ACP</p> <ul style="list-style-type: none"> I call into question how on earth can the CoM recommend or should I say suggest these modifications when the councillors did not have the Main Roads Report dated 30th October 2020 with approximately 34 issues raised by them. There is no CoM TIA for the adjoining roads that the CoM are responsible for and that the TIA that the developers provided did not satisfy the CoM. Surely the cart has been put before the horse in that the impact of traffic in the area would be a major factor in limiting density and thus residential heights. 	<p>After consideration of the information provided, MRWA has advised that it continues to object to the draft ACP as submitted for the following reasons;</p> <ol style="list-style-type: none"> The draft ACP has a number of errors and issues and requires amendment. The Transport Impact Assessment has errors and requires amendment." <p>MRWA has attached a table of issues and matters it considers need to be addressed. It is suggested that these be noted and given further consideration as part of additional engagement in relation to recommended modifications to the proposed ACP as outlined in Council item P20/3882 to be considered at the ordinary meeting of Council on 17th November 2020.</p> <ul style="list-style-type: none"> As a consequence of the enquiry by the submitter at that time preparation of a TIA by the City was investigated, however, the cost was prohibitive and was not budgeted for. In addition because of the statutory time limits that the City must comply with there was insufficient time available to appoint a consultant, undertake the work and report back to the Council before a recommendation was required to be forwarded to the WAPC. If the City had undertaken preparation of the ACP then this work would have been undertaken as part of that process. In this instance where the ACP was prepared by a private entity, it is the obligation of the proponent to prepare a TIA. This TIA can then be accepted or otherwise by the decision maker. In its consideration of this matter the City concurs with MRWA that the TIA as submitted (including the revised TIA) does not satisfactorily demonstrate that potential traffic issues are addressed. As stated in the above EMB advice to Councillors, the advertisement of the proposed modifications provides the opportunity for the matters identified by MRWA and the City's internal consideration of the TIA as submitted, to be further considered in the preparation of the final recommendation to the WAPC.
67.	O.	<ul style="list-style-type: none"> Many thanks to the Melville City Council for allowing me to make this submission with regard to the Kardinya ACP Modified Plan. I have previously presented a submission prior to the most recent Council determination and proposed changes to boundaries. I would like to state that I support the recent Council proposed modifications but with the removal of rezoning alterations to housing areas around the shopping centre which have already been previously rezoned for higher density living some years ago. As a resident of Williamson Rd I am deeply concerned about; <ul style="list-style-type: none"> Traffic problems from the proposed redevelopment of the shopping centre. Lack of Environmental studies Need for this development in the first place The traffic report for this development prepared by Cardno appears to contradict fairly obvious observations of the current traffic around the shopping centre. The report quotes figures like up to 59% capacity in the car park on Saturdays whilst a simple visit to the car park any Saturday will quickly identify the figure to be significantly higher. I would suggest 59% is more typical of a normal day time weekday figure. Over this Christmas break is was closer to 100% every day. I am also concerned that overcrowded car parks will lead to parking in side streets causing traffic and safety issues. More importantly, the report does not identify the traffic flow in any of the affected side streets such as Williamson Rd. but rather concentrates on main feeder roads. As a resident of this street I can confirm that departing Williamson into Gilbertson St is already a major issue, particularly around peak hours with the Christmas rush this year making it almost impossible to turn right at this intersection with waits of up to 5 minutes encountered every day to safety traverse it. I must also express my concern that Williamson Rd is already being used as an exit route and to this end I have previously complained to council about the speed of cars along this street, particularly as families do have children using the street. Add to this the proposal to build multi-level housing and I believe the area will end up with serious traffic 	<ul style="list-style-type: none"> Noted. Noted. Noted. Noted.

		<p>issues. The road is already a thoroughfare to the sporting facilities at Morris Bouzacott Sports complex.</p> <ul style="list-style-type: none"> • Environmental issues include a serious lack of drainage in the area as identified in the Water Corporation report, the report concludes that major drainage works will be required. One assumes that the shopping centre redevelopment and multi-story housing will also exacerbate this problem. Local residents already pay a supplement for drainage and I am concerned that additional and major drainage works will ultimately be imposed on local residents for many years to come. • Is there a guarantee that the developers will pay all costs now and ongoing for additional drainage infrastructure for the proposed shopping centre and multi-story housing? • I am also very concerned about the apparent lack of environmental reporting in regard to native, endangered wildlife in this area, in particular the area around the existing shopping centre falls just outside the so called Quenda Wetlands with the housing area up to the shopping centre being included in the quenda environs (WWF Community Quenda Survey 2012). As a local resident I often encounter Quenda in my garden and my concern is the development of multi-story housing of any size in the surrounding streets will threaten the safety of these native animals as well as further reducing their habitat (albeit existing front and back yards). Other endangered wildlife in this are Black Cockatoos which reside in the trees amongst Kardinya houses and congregate in the pines at Morris Bouzacott Oval. Is there an environmental report of this nature? When I approached the council they did not seem to have a document, hopefully I am wrong. • From the council meeting notes I note that the proposed Kardinya ACP Plan falls outside the intent of the Murdoch redevelopment plan, I also note that a more appropriate plan is already under way in the Murdoch Mixed Use Precinct area and particularly, the Murdoch Health and Knowledge Precinct which appears to be a similar redevelopment including high rise housing and retail. One then wonders why there is even a need for this type of Kardinya redevelopment. • No one in the neighbourhood wants this redevelopment and in particular, the rezoning except for the developer of the shopping centre site and they obviously have decided that they can make more money by rezoning our neighbourhood and totally destroying the nature of the suburb that makes it such a lovely place to live. • A drive through the proposed rezoning section of Kardinya quickly reveals that most of the area has already been redeveloped over the last few years with many old blocks being subdivided into multiple new housing constructions. It is extremely unlikely that owners of these new residences are going to want to sell up in the near future anyway. • In relation to the local environs, this area of old Kardinya is a parkland of trees which give it its character. The area is home to endangered Black Cockatoos as well as Quendas. The plan would basically destroy the neighbourhood trees (by development of high rise of any size) and turn the existing landscape into a concrete jungle destroying the environment for both the wildlife along with our lifestyle. The proposal appears to present a 60's style public housing development. • Finally, I would like to commend the council on its proposal to reduce the height of buildings within the shopping centre redevelopment to 9 stories. If the shopping centre has to be redeveloped then a reduced size would seem more appropriate, particularly as it will be duplicated up the road in the Murdoch redevelopment. 	<ul style="list-style-type: none"> • It is unclear what Water Corporation Report the submitter is referring to. Advice received from the Water Corporation in response to referral of the proposed ACP by the City is that the Water Corporation drainage network is designed for predevelopment flows only and as such any future development will need to compensate any additional flows on site rather than into the Water Corporation system. This is a standard requirement and one that would be enforced as a condition for any development proposed. This was imposed as a condition of approval for the proposed Kardinya Park Shopping Centre redevelopment. • The Kardinya district centre is within the eastern extent of the Murdoch SACP which makes limited reference to development at and around the Kardinya district centre. Irrespective of this, designation of a district centre at Kardinya triggers SPP 4.2 and the requirements under that State policy. • Noted. • Noted. • Noted. • Noted.
68.	O.	<ul style="list-style-type: none"> • I definitely support your modified proposal and to limit the height of the apartments in Kardinya Shopping Development to 9 storeys and not the 15-20 as first proposed. • However I feel the height should be reduced as much as possible in the areas proposed for rezoning in the new plan as well as and in particular with the Aldi commercial area where 9 storeys are being considered. This is far too high and greatly impact on traffic in surrounding streets. Perhaps 3 or 4 storeys would be more appropriate and acceptable. • Like wise the proposed rezoning of some housing areas would create additional traffic flow on narrow streets as well. Already there are traffic issues with the South Street/Gilbertson Road lights, without the increased car numbers from the 	<ul style="list-style-type: none"> • Noted. • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Under the current planning framework building heights equivalent to 3 storeys are already possible. The height

		<p>proposed Shopping Centre Development, so any subsequent rezoning and increased high rise development would add further to the congestion at those lights because they are would be the only outlet for some. We need the smallest amount of high rise acceptable in these areas with the least impact to all. Perhaps even the Somerville area could be considered for increased density as that would not create such a traffic problem.</p> <ul style="list-style-type: none"> • Currently the traffic on South Street from the present shopping centre is a major issue and entering and exiting it from there is very difficult so whatever can be done to minimise future traffic numbers within this part of the suburb would be most appreciated by us residents, many of whom have lived here for over forty years. • We in our particular area, south of South Street/Gilbertson Road junction, often struggle to even turn right into South Street from Gilbertson Road (because there is NO arrow) as it is now, particularly at peak time, due to the increased car numbers using that route presently to avoid South Street. • Hopefully the Council and the Strategic Planning Department will be open to and listen to the Kardinya residents and reach an appropriate but acceptable outcome to enable us to continue to live comfortably here in our suburb, for which I thank you in anticipation. 	<p>limit ensures height higher than what is currently possible would not result from the ACP proposals.</p> <ul style="list-style-type: none"> • The development approval for redevelopment of the Kardinya Park Shopping Centre includes a new traffic light controlled intersection at a new entrance to the redeveloped car parking area for the shopping centre. • Noted. • Noted.
69.	O.	<ul style="list-style-type: none"> • I am a Kardinya resident and the owner of 23 Ralston Road, within the originally proposed Kardinya Activity Centre Plan. I would like the following points regarding the City of Melville's proposed amendments to be taken into consideration by the WAPC in its decision regarding the Kardinya Activity Centre Plan. • Regarding the City of Melville's proposed Kardinya ACP border modification: <ul style="list-style-type: none"> ○ Taking from the north-east corner, i.e. the housing along Ralston Road, and extending the ACP border to the western side of North Lake Road, has no benefit to the Kardinya ACP, nor to residents, as the City's proposed border amendment to the western side would cross a main high-traffic road, being North Lake Road, potentially requiring major upgrades to it, which I will outline below. ○ Changing the housing density of the residential area west of North Lake Road to R40 makes far less sense than changing the housing density of the north-east/Ralston Road area to R40, as per the original proposed plan, because: <ol style="list-style-type: none"> a) The north-east/Ralston Road area is simply a continuation of the residential area type at, for example, Hutchings Way, of which one side would remain within the ACP under the City's proposed amendments. The north-east area encompassing Ralston Road and Hutchings Way is gentrified, with older housing, and this area should be a prime candidate for renovation and development. In order to achieve renewal in housing in this area, changing the density to R40 will go a long way to encouraging this, as it will incentivise home owners and property developers to subdivide and redevelop these homes situated on 769sqm blocks, providing higher quality, modern housing. In turn, economic activity would be incentivised through the building and trades industries. Also, more residents could live within a walkable distance to both the Kardinya Activity Centre and Morris Buzzacott Reserve in order to take advantage of these facilities, while, in my opinion, not significantly increasing vehicle traffic because, being a cul-de-sac street, only residential traffic should need to use it. b) In stark contrast to the north-east/Ralston Road area, the area to the west of North Lake Road is not yet gentrified. Newer and larger houses cover most of those blocks' area. Therefore, a change in R-code density will have little or no effect as there is no economic viability of subdivision, renovation and redevelopment for property owners and investors within this area. Large, 15- to 20-year-old houses on a steep incline are not going to be redeveloped any time in the near future, so the density change is pointless. ○ More housing in the north-east area, which is generally quiet, would also see the City having the ability to earn increased rates revenue, so it is very 	<ul style="list-style-type: none"> • Noted. • The submitter is referring to the inclusion of an area west of North Lake Road within the ACP under the proposed modifications. This area has been included as it is within the walkable catchment to the district centre. While it is acknowledged that this area is separated from the district centre by North Lake Road, this is the same as the southern portion of the ACP which is separated from the district centre by South Street, a higher order road with higher traffic volumes. • Pedestrian access across South Street is available by traffic signals incorporating controlled pedestrian crossing enabling the area south of South Street to be included in the ACP. The same circumstance is applicable at North Lake Road and the area included west of North Lake Road has been so because of its proximity to the controlled pedestrian crossing across North Lake Road. • The 400m walkable catchment is not a "guide" adopted by the City but a specific requirement in State Planning policy 4.2 that is to be implemented to determine the boundary for an ACP. The City has undertaken a 400m walkable assessment based on clear pedestrian routes including streets, pedestrian rights of way and controlled

		<p>questionable as to why the City would wish to discourage redevelopment in this area, while providing no real incentive for development by adding to the ACP in the western area where redevelopment is not viable in the near future.</p> <ul style="list-style-type: none"> ○ I also see no validity to the City's reasoning for its proposed amendment of the ACP border at the north-east/Ralston Road area which relates to the City's "400-metre walkable" guide from the district centre. The time it takes to walk from Hutchings Way to Ralston Road can be measured in seconds, rather than minutes, and, as I stated previously, these two residential streets are merely a continuation of the same residential area and type. ○ I strongly object to the City's proposal to bring in the border from the north-east/Ralston Road area, and this proposed border extension on the western side of North Lake Road appears to be a case of "robbing Peter to pay Paul", to use a colloquial term, but without any real benefits. ○ It is also quite obvious to me that if density was to be increased in the area west of North Lake Road (i.e. if properties were to be subdivided for development here within a new R40 density), then more traffic lights would be required in order to allow for foot traffic to the district centre of the Kardinya Activity Centre, causing much unnecessary and unwarranted disruption to traffic. Multiple new sets of traffic lights to cater for foot traffic crossing North Lake Road to and from the Kardinya Activity Centre along this portion of North Lake Road would be a hindrance to traffic flow and potentially even air quality within that zone because of the stop-start flow of vehicle traffic in such a short distance. ○ An increase in density of the area west of North Lake Road would be better served by the construction of underpass tunnels or overpass foot-bridges to serve any increased residential foot traffic to safely and more conveniently connect those residents to the district centre. However, I suspect that the cost of these necessary constructions would be preventative. ● Hence, with all of the above, the Kardinya Activity Centre would be far better served by the implementation of the originally proposed borders and densities, at least in relation to the north-east/Ralston Road area. In conclusion, I trust the WA Planning Commission to make the correct decision based on factors related to enhancing liveability and modernisation of an area of the Perth metropolitan area which truly needs it. Thank you for considering my comments regarding this matter. 	<p>pedestrian crossings across major roads. Based on this assessment the area proposed to be included west of North Lake Road is within the walkable catchment as per SPP 4.2 and the submitter's property is not.</p>
70.	O.	<ul style="list-style-type: none"> ● Worried about the increasing heights of the proposals. The increased traffic flow. Is the car parking included in the building proposals. Will the new car park for the shopping centre have more parking bays to handle the extra traffic to the centre. 	<ul style="list-style-type: none"> ● Noted. The modified ACP proposes decreases in overall building heights from original submitted ACP. Car parking requirements under relevant policy/legislation are required to be provided for any development. The development approval for redevelopment of the Kardinya Park Shopping Centre has increased the provision of car parking.
71.	O.	<ul style="list-style-type: none"> ● While there have been some improvements in the revised plan (reduced building heights in some areas), there are still some aspects I believe that need to be considered: <ol style="list-style-type: none"> 1. The change of zoning from R20/R25 to R40 and above will result in increased traffic in the area. Proper detailed traffic assessment needs to be undertaken that is accessible to the public as part of this request for submissions that addresses the impact on the street network - especially smaller side streets and car parking within the area, not just the major intersections and parking within the shopping centre. The smaller narrow streets of Kardinya are not designed to accommodate such an influx of residents. The increase in traffic congestion and noise will also impact existing residents. 2. Increases in density must be accompanied by increases to public open space provision to ensure that health and well-being impacts on existing residents' area not compromised. Plans of increased open space must be made available to support this request for submissions. The introduction of native plants to border these new properties as is outlined in this proposal will not compensate for the loss of tree canopy that provide homes and shelter to our native fauna and as well as 	<ul style="list-style-type: none"> ● Noted.

		<p>other benefits such as the cooling effect they provide in summer.</p> <p>3. Strict design guidelines must also be provided as part of this request for submissions that clearly highlights the requirement to maintain and improve the built form character of the area.</p> <ul style="list-style-type: none"> • These concerns have developed from witnessing first-hand at how Cockburn Central was developed. It was poorly planned around the inclusion of a train station and shopping centre. This resulted in a concrete jungle with stark buildings and lack of vegetation and trees, not to mention the lack of transport infrastructure to support the new residents that results in massive traffic congestion for motorists and those wanting to access the shopping centre. • I understand progress needs to be made and that higher density accommodation may be warranted around a large shopping centre but not at the expense of its current residents. 	
72.	O.	<ul style="list-style-type: none"> • Further to the points raised in my objection to the first proposed ACP, I want to state again that I bought into the area after renting for 3 years. Whether it is the modified ACP or the first proposal, I still object to the development as it is not what I paid for. It is not right for any authority to change the product I purchased which is my home and my main asset. Intangible item i paid for when I purchased my property is the look and feel of the neighbourhood. • If Kardinya Shopping Centre and its surroundings are developed to 9 stories high, the view we have from Morris Buzzacot Reserve is gone forever. It is so nice to come back home after work and go for a walk in the park and watch the sunset with just trees in the background. You are taking something that is intangible but important and money cannot buy that and we currently don't have to leave our homes to enjoy the view. Also, being in a sub-divided property has issues. Just because we are all nice to one another does not mean there are no issues. My neighbours have issues with my dog. I have issues with people parking on the street and visibility when pulling out of my driveway. High density living has its share of problems, social issues, privacy and how it affects your property. We need a better shopping centre for the residents but certainly not 9 or 4 stories. A single storey upgrade will do like Bullcreek or Southlands in Willetton. • This development is not what the people want. 88% objected the first proposed ACP. It is Kardinya Shopping Centre owners looking at their bottomline. Please note they put forward the proposal without consultation with the residents or council. I strongly object to any high rise in the area. 	<ul style="list-style-type: none"> • Noted.
73.	O.	<ul style="list-style-type: none"> • Too large an area proposed, encroaches on suburb too much. Please consider reducing size of area. 	<ul style="list-style-type: none"> • Noted. The size of the modified ACP area reflects the requirements of SPP 4.2 and is reduced from the ACP as originally submitted.
74.	O.	<ul style="list-style-type: none"> • I was pleased that the City of Melville voted in favour of the Modified ACP as the plan submitted by the developers was disadvantageous to large areas of Kardinya and lacking in safety and planning for the amount of traffic their plan would generate. • However, for all that the Modified ACP is better than the developers plan; it still has several areas that concern me. <ul style="list-style-type: none"> ○ I object to the shopping precinct apartments being raised to 12 stories. ○ I am concerned with the suggestion that the Aldi shopping area be raised to potential of 9 stories – I believe if that height continued right up to Gilbertson Road and there was 3 stories on the other side of Gilbertson it would create a tunnel effect – visibility would be reduced and the area would be very crowded (appearance and reality). There needs to be a step down effect as the buildings lead up to the corner. 9 stories at the Kardinya Shopping Centre.....4 stories in the next section.....Gilbertson Road.....then 3 stories..... ○ Although I feel sorry for the residents behind the shopping centre I understand that some increased height is desirable and 3 stories in that 	<ul style="list-style-type: none"> • Noted. • The modified ACP proposes a maximum of 9 storeys. • Submitter’s comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Where possible it is preferred to utilise streets as the transition between densities rather than property boundaries. The implication of this is that where densities change one side of the street will be designated a different density than the other. The implication for Hamersley Way is that up to three stories in height could be permitted on the southern side of Hamersley as opposed to two stories on the northern side. Under the current R 25, buildings equivalent to three stories could already potentially be developed. • Walker and Sexton courts are outside the proposed ACP area so no changes are proposed for these streets or

		<p>area might be the only choice. However, I cannot see that high rise in Hamersley Way would be advantageous. It is an extremely narrow cul-de-sac with a park – 2 storey maximum would be best.</p> <ul style="list-style-type: none"> ○ I agree with the mixed use area between Williamson and South Street – along Gilbertson. ○ I am uncertain about the high rise as indicated near Sexton Court and Walker Court area, so I feel unable to comment on that area. If the South Street properties cannot be rebuilt again with any access to South Street arrangements or compensation needs to be sorted for those homes.....but I don't know exactly what is happening there. <ul style="list-style-type: none"> • So: Overall agreement with the modified plan with some small areas of change as indicated above. The least amount of high rise that is likely to be acceptable. 	<p>properties abutting them.</p> <ul style="list-style-type: none"> • Noted.
75.	O.	<ul style="list-style-type: none"> • Firstly, thank you to Council for considering the residents previous submissions. We would prefer if the heights could be reduced as much as possible to be acceptable. Also, we believe the height near Aldi/Chicken Treat should be reduced to 4 storeys in order to have less impact on traffic in the surrounding streets. We feel that some of the areas flagged for 3 storeys still seem to be too high for the narrow streets and we are concerned that such development will cause traffic issues with an increased amount of traffic needing to use the South St / Gilbertson Rd traffic lights. Streets such as Dalston Crescent, Bersica Crt & Hamersley Wy. We support the Council's modified proposal to limit the height of the apartments at the Kardinya Shopping Centre Development to 9 storeys instead of the 15-20 storeys that the developers had proposed. Thank you for your consideration. 	<ul style="list-style-type: none"> • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Under the current planning framework building heights equivalent to 3 storeys are already possible in the streets identified. The height limit ensures height higher than what is currently possible would not result from the ACP proposals.
76.	S.	<ul style="list-style-type: none"> • I agree with Melville cities proposal for the above proposed development. High density must be kept to a minimum to retain our current open lifestyle. I do not agree with the developers proposal in any form whatsoever 	<ul style="list-style-type: none"> • Noted.
77.	O.	<ul style="list-style-type: none"> • I am pleased with the overall changes made by the Melville Council to the Kardinya Activity Centre Plan but have several comments to make. <ul style="list-style-type: none"> ○ Hammersley Way cul-de-sac should be deleted from the 3 storey configuration because of the shape and traffic problems that would occur. Apartment living is not conducive to small areas such as this one and only one side would be a weird concept. ○ The area that contains Aldi and the Tavern needs to be reduced to 4 storeys. I feel that if it went to development at 9 storeys it would overpower the surrounding neighbourhood. ○ If further infill is required, the area that is on the west side of Northlake road in Sommerville that has separate street access should be considered for three stories as this would not affect the traffic flow as badly as the area to the north of the shopping centre. 	<ul style="list-style-type: none"> • The two and three storey maximum heights proposed in the modifications for Hamersley Way is considered low rise. Under the current planning framework building heights equivalent to 3 storeys are already possible in Hamersley way. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys. • Noted.
78.	O.	<ul style="list-style-type: none"> • Thank you for considering the previous submission concerning changes put forward to the planning department for the Kardinya Shopping Centre. I support the councils modified proposal to limit the height of apartments at the shopping centre to 9 storeys. I also request the planned 9 storey commercial area near Aldi/chicken treat to be reduced to a 4 storey building. This will allow for easier traffic management in the area and surrounding streets. In anticipation of a favourable outcome for all Kardinya residents. 	<ul style="list-style-type: none"> • Submitter's comments in relation to building heights within the district centre zone are acknowledged. Under the existing planning framework a maximum height of 5 to possibly 6 storeys is potentially possible in this location and confirming the existing maximum heights could be considered. This would result in possibly one building of 9 storeys reflecting the existing DA approval, but any future buildings being restricted to a maximum of 6 storeys.
79.	S.	<ul style="list-style-type: none"> • Thank you for the opportunity to comment on the Draft Kardinya District Centre Activity Centre Plan (ACP). I write on behalf of the South Street Cafe, which trades in the Kardinya Park Shopping Centre. The South Street Cafe supports the proposal for the following reasons: <ul style="list-style-type: none"> ○ The centre is a District Centre, and I have been briefed that under 	<ul style="list-style-type: none"> • Noted.

		<p>SPP 4.2 - Activity Centres for Perth and Peel, there should be 30 dwellings per hectare; there apparently is around 1/3 of that at present.</p> <ul style="list-style-type: none"> ○ I have also been informed that the City of Melville's own Local Planning Strategy (LPS) favours increased density along transit corridors such as North Lake Road and South Street. ○ The greater the density of residents within walking distance, the better our business prospects. ○ A renewed precinct, including the "Aldi" lot would make for a true town centre experience, which makes sense given our location on transit corridors and our propinquity to Murdoch University and the Health Campus. ○ Anything that supports the centre will support our trade. <ul style="list-style-type: none"> ● Please let it be known that I support the proposed modifications to the draft Kardinya District Activity Centre Plan (and also supported the original ACP). 	
80.	S.	<ul style="list-style-type: none"> ● Thank you for the opportunity to comment on the Draft Kardinya District Centre Activity Centre Plan (ACP). Dato Holdings (Dato) is the proponent of the plan through its ownership of the Kardinya Park Shopping Centre. Dato holds significant other property interests in the proposed ACP precinct, being Lot 187,188 and 189 Blyth Row along with Lot 88 Mounsey Street Kardinya. ● In the City of Melville's (City's) most recent consideration of the proposed ACP, Dato believes the following points are crucial: <ul style="list-style-type: none"> ○ As a District Centre, under SPP 4.2 - Activity Centres for Perth and Peel, density performance targets for each District Centre within the metropolitan area are specified and are required to be met. ○ The present catchment area of the proposed ACP has a residential catchment of 9.4 dwellings per hectare and should ideally be 30. ○ The City of Melville's own Local Planning Strategy (LPS) also references the need for an increase in density, particularly along transit corridors such as North Lake Road and South Street. ○ The ACP has been co-sponsored with the adjacent "Aldi & Kardinya Tavern" lot. Providing a framework for developing this site will ensure the broader precinct has the incentive and planning scope for development which will enliven the proposed "Main Street" between the two properties. ○ The attached report by Colliers reveals that in similar ACP's in the City, strata titled residential properties benefited in "value uplifts of up to 20 per cent, while single residences - located on green titled allotments and having development potential - could show value uplifts of up to 60 per cent". ○ The ACP will allow for greater housing diversity within and surrounding the centre. ○ It will also assist in supporting the redevelopment of the retail and commercial properties within the centre. ○ It is intended to bring with it long-term infrastructure improvements including: footpaths, street trees, public transport and lighting improvements. ● We previously supported the ACP as originally advertised. That remains our preferred model. However, we do support the version as advertised and seek its adoption as quickly as possible and look forward to being of assistance to the City wherever required through the rest of this process. 	<ul style="list-style-type: none"> ● The submitter's comments in support of the modified ACP are noted. ● The City is also in receipt of a submission (submission number 39) submitted by Element Consultants which states that the submission (number 39) has been prepared and submitted on behalf of Dato Holdings the authors of this submission. The Element submission states that Dato does not support the proposed modified ACP which directly contradicts the contents of this submission from Dato Holdings. Given that this submission has been prepared and submitted directly by a Director of Dato Holdings Pty Ltd, this submission (number 80) is taken to be the formal position of Dato Holdings as opposed to the comments provided by Element.
81.	S.	<ul style="list-style-type: none"> ● I am in favour of the advertised changes to the Kardinya District Activity Centre Plan draft. I did think the previously advertised draft was better because higher density housing - i.e. more residents - will bring more money into the local economy, but I 	<ul style="list-style-type: none"> ● Noted.

		still support the new changes and am looking forward to the development's completion.	
82.	S.	<ul style="list-style-type: none"> Please consider this a letter of support for the Draft Kardinya District Centre Activity Centre Plan. Just as we supported the original ACP, we also support the changes advertised by the City of Melville to the draft Kardinya District Activity Centre Plan. It will be great for the area and as tenants of the shopping centre we hope to benefit too. 	<ul style="list-style-type: none"> Noted.
83.	S.	<ul style="list-style-type: none"> We are in favour of the proposed modifications to the draft Kardinya District Activity Centre Plan (although admit we preferred the original draft where higher density housing was proposed). 	<ul style="list-style-type: none"> Noted.
84.	S.	<ul style="list-style-type: none"> Thank you for the opportunity to comment on the Draft Kardinya District Centre Activity Centre Plan (ACP) Please let it be known that I support the proposed modifications to the draft Kardinya District Activity Centre Plan (and also supported the original ACP). 	<ul style="list-style-type: none"> Noted.
85.	S.	<ul style="list-style-type: none"> Please find this letter in support of the advertised modifications to the draft Kardinya District Activity Centre Plan. I hope to see developments taking place in the very near future. 	<ul style="list-style-type: none"> Noted.
86.	S.	<ul style="list-style-type: none"> Please find this letter in support of the proposed modifications to the draft Kardinya District Activity Centre Plan - just as I supported the original version. The centre is in severe need of regeneration and we welcome this new chapter of Kardinya Shopping Centre's history. 	<ul style="list-style-type: none"> Noted.
87.	S.	<ul style="list-style-type: none"> Please consider this a letter of support for the proposed changes to the Kardinya District Activity Centre Plan draft. 	<ul style="list-style-type: none"> Noted.
88.	S.	<ul style="list-style-type: none"> Thank you for the opportunity to comment on the Draft Kardinya District Centre Activity Centre Plan (ACP). Greenreef Holdings Pty Ltd owns lots 22 and 28 Gilbertson Road and Lot 30 Brophy Road Kardinya; all within the proposed precinct. In the City of Melville's (City's) most recent consideration of the proposed ACP, Dato believes the following points are crucial: <ul style="list-style-type: none"> As a District Centre, under SPP 4.2 - Activity Centres for Perth and Peel, density performance targets for each District Centre within the metropolitan area are specified and are required to be met. The present catchment area of the proposed ACP has a residential catchment of 9.4 dwellings per hectare and should ideally be 30. The City of Melville's own Local Planning Strategy (LPS) also references the need for an increase in density, particularly along transit corridors such as North Lake Road and South Street. The ACP has been co-sponsored with the adjacent "Aldi & Kardinya Tavern" lot. Providing a framework for developing this site will ensure the broader precinct has the incentive and planning scope for development which will enliven the proposed "Main Street" between the two properties. The attached report by Colliers reveals that in similar ACP's in the City, strata titled residential properties benefited in "value uplifts of up to 20 per cent, while single residences - located on green titled allotments and having development potential - could show value uplifts of up to 60 per cent". The ACP will allow for greater housing diversity within and surrounding the centre. It will also assist in supporting the redevelopment of the retail and commercial properties within the centre. It is intended to bring with it long-term infrastructure improvements including: footpaths, street trees, public transport and lighting improvements. We previously supported the ACP as originally advertised. That remains our preferred model. However, we do support the version as advertised and seek its 	<ul style="list-style-type: none"> The submitter's comments in support of the modified ACP are noted. The City is also in receipt of a submission (submission number 39) submitted by Element Consultants which states that the submission (number 39) has been prepared and submitted on behalf of Greenreef Holdings the authors of this submission. The Element submission states that Greenreef does not support the proposed modified ACP which directly contradicts the contents of this submission from Greenreef Holdings. Given that this submission has been prepared and submitted directly by a Director of Greenreef Holdings Pty Ltd, this submission (number 88) is taken to be the formal position of Greenreef Holdings as opposed to the comments provided by Element.

		adoption as quickly as possible and look forward to being of assistance to the City wherever required through the rest of this process.	
89.	S.	<ul style="list-style-type: none">• Please accept this letter as confirmation that we support the proposed changes to the draft Kardinya District Activity Centre Plan and look forward to it being implemented. We did prefer the first iteration of the draft ACP.	<ul style="list-style-type: none">• Noted.