REPORT TO	Statutory Planning Committee		
Meeting date	21 September 2021	**File number**	SPN/2275
Subject	Kardinya Activity Centre Plan - Readvertising		
Purpose	Requires WAPC decision		
Title of Approving Officer	Planning Director - Metro Central		
Agenda Part for Reports (All parts are confidential unless otherwise stated) SPC - Non-Confidential (To be published to the website)			
SITE-SPECIFIC DETAILS			
Region/s	Perth		
Local government/s	City of Melville		
Landowner/Consultant	Element Advisory Pty Ltd Dato Holdings Pty Ltd Various - privately owned land		
Statutory Planning Committee - SMART/Structure Plans only			
Region scheme zoning	Urban, Primary Regional Road Reserve, Other Regional Road		
Local Scheme Zoning	Centre Zone C3, Residential R20-80, Public Open Space, Local Distributor Road, Restricted and Additional Uses		
Council recommendation	OTHER		
Receipt date	23 March 2021	**Process days**	157 days

SUMMARY

A draft Activity Centre Plan (ACP) that proposes density increases within the Kardinya District Centre has been submitted to the WAPC for determination. The ACP has been prepared on behalf of the landowners of the Kardinya Park Shopping Centre.

Initial assessment of the ACP has identified that major modifications to the boundary and proposed R-Code densities are required. These modifications significantly depart from the local government's recommendation and as previously advertised.

Additionally, no concurrent Scheme Amendment has yet been prepared to implement the ACP. As the WAPC would not usually determine an ACP which is inconsistent with local planning scheme zoning, the ACP should not be finalised without a concurrent amendment.

It is recommended a scheme amendment be prepared which is consistent with and complements the modified ACP, and the two be advertised concurrently, once the scheme amendment has been submitted and initiated by the City of Melville (City).

Before making a decision on the ACP, the Commission may direct the local government to readvertise an ACP if major modifications are made, pursuant to clause 22(2) of *Schedule 2 - Deemed Provisions for Local Planning Schemes* of the *Planning and Development (Local Planning Schemes) Regulations 2015* (deemed provisions).

The matter is before the WAPC for consideration as officers do not have delegation to require readvertising major modifications to an ACP, unless modifications do not significantly depart from the local government's recommendation.

DETAILS OF PROPOSAL

The ACP has been prepared to set out the long term strategic vision and statutory planning requirements for development of the Kardinya District Centre over the next 10 years. It is intended to facilitate a mixed-use Activity Centre that builds upon the shopping centre that is currently being redeveloped into a higher quality centre with a broader range of land uses, existing (and any proposed) public transport infrastructure along South Street, and surrounding residential areas.

It proposes increased residential densities in the area surrounding the shopping centre to build on the proposed amenity provided by the redeveloped centre, contribute to its walkable catchment and increase patronage and viability of public transport infrastructure. It also proposes maximum heights of 15-20 storeys for the shopping centre site.

The ACP includes two parts in accordance with *State Planning Policy 4.2 - Activity Centres for Perth and Peel* (SPP 4.2) (**Attachment 1** - **Originally Submitted ACP**). Part One contains the statutory provisions in relation to the implementation of the Activity Centre structure plan compromising of land use and built form provisions. Part Two includes explanatory information to provide the background, rationale, design basis and intent of the ACP to support Part One.

Supporting Technical Appendices have also been prepared which provide the evidence base that informs preparation of the ACP. Reporting includes:

- Retail Sustainability Assessment prepared by Urbis (January 2020);
- Transport Impact Assessment Report prepared by Cardno (May 2020); and
- Engineering Services Report prepared by Pritchard Francis (March 2020).

In response to significant community objections (as discussed in Consultation section below), the City advertised modifications to the ACP with more modest density increases and nine storey height for the shopping centre, consistent with the previous Joint Development Assessment Panel (JDAP) approval for the site (**Attachment 2** - **City's Modifications to ACP**).

The modified plan was better received by the community and was endorsed by the Council in March 2021 and recommended to the WAPC for approval (with a reduced six storey height for the shopping centre).

Under the deemed provisions, the WAPC is required to either approve, refuse or require the ACP to be modified and resubmitted for approval. It can also require readvertising of major modifications before making one of these decisions.

BACKGROUND

Kardinya is identified as a District Centre under the *Central Sub-regional Planning Framework* (2018) (the Framework) and SPP 4.2 requires an ACP to be prepared. It also requires an approved ACP prior to any major retail development, except in exceptional circumstances.

Kardinya District Centre is located on South Street, a Primary Regional Road reserve under the Metropolitan Region Scheme. It is approximately 15 km south-west of the Perth Central Business District, 7 km east of Fremantle and 3 km west of the Murdoch Train Station and Kwinana Freeway (**Attachment 3** - **Aerial Location Plan**).

Kardinya is within the Suburban Frame of the Murdoch Specialised Activity Centre Structure Plan approved by the WAPC in 2014. This is a high-level strategic document that identifies opportunities for the Kardinya shopping centre to diversity and for the surrounding area to intensify over time.

The City of Melville Local Planning Strategy (LPStrategy), approved by the WAPC in 2016, also supports the centre to diversity its land uses and achieve a density target of 30 dwellings per gross hectare, in line with the SPP 4.2 recommended target for a District Centre. In addition, the Strategy supports higher density along the South Street and North Lake Road urban corridors.

The existing Local Planning Scheme 6 zoning around the shopping centre is predominantly R25 with some existing R40 around the shopping centre and a section of R50 along Gilbertson Road (**Attachment 4 - Existing Density Plan**).

In June 2020, JDAP approved a 14,000m^2 addition of commercial floorspace to Kardinya Shopping Centre in the absence of an endorsed ACP, and construction has now commenced. The approval also includes a nine storey, 78 unit apartment building (reduced from 12 storeys / 99 units proposed). There was significant community objection to the JDAP proposal, with many residents objecting to the original 12 storey height of the proposed apartment building.

KEY ISSUES		
Consistency with WAPC Policies & Planning Framework	*Planning and Development (Local Planning Scheme) Regulations 2015* *Perth and Peel @ 3.5 Million* *Central Sub-regional Planning Framework* *SPP 3.0 Urban Growth and Settlement* *SPP 4.2 Activity Centres for Perth and Peel* *SPP 7.0 Design of Built Environment* *SPP 7.2 Precinct Design* *SPP 7.3 Residential Design Codes Volume 2 Apartments* *Liveable Neighbourhoods* SPP 5.1 *Regional Roads - Vehicular Access* *SPP 5.4 Road and Rail Noise* *DC Policy 1.6 Planning to Support Transit Use and Transit Oriented Development*	Fully consistent
Government Considerations	Perth and Peel	N/A
Consultation	The draft ACP has been advertised twice. The ACP as originally submitted was advertised in July / August 2020 (**Attachment 1 - Originally Submitted ACP**). This received 253 submissions and a petition of about 400 signatures objecting to the ACP generally. The submissions included: • 85% objecting to the proposed significant residential density increases that ranged from R40-R160 and respective maximum residential heights (2-5 storeys); and • 16% objecting to proposed maximum heights of 15-20 storeys for the shopping centre core. In response to submissions (**Attachment 5 - First Schedule of Submissions**), the City advertised modifications to the ACP in January / February 2021 with lower residential densities and respective building	

	heights and a maximum nine storey height for the shopping centre (**Attachment 2** - **City's Modifications to ACP**). The City's modifications were better received by the community with 89 submissions. This included 54 (61%) objections. Of these, 30% objected to the densities and 44% to the height of the commercial core. **Attachment 6** - **Second Schedule of Submissions**. The original and modified ACP was referred to the following State agencies by the City: • Main Roads Western Australia (MRWA); • Public Transport Authority (PTA); • Department of Transport (DOT); • Water Corporation (WC); and • Department of Water and Environment Regulation (DWER). MRWA requested amendment of the Transport Impact Assessment Report (TIA). This has not yet been completed as the applicant is waiting for agreement on the ACP boundary and densities. PTA advised it: • supports an Activity Centre that can build upon existing and proposed public transport services along South Street; and • acknowledges current population densities are not sufficient to justify an investment in light rail, however could be possible in the long term and is dependent on a number of factors including population demand, patronage forecasts and budget. DOT supported the ACP subject to consideration being given to: • access, parking and end-of-trip facilities for bicycles; • parking management; and • prioritisation of public and active transport modes. WC confirmed that drainage system can only accommodate pre-development flows and that any development arising from the proposed ACP will need to accommodate any additional drainage within development landholdings. DWER advised it had no objection to the proposed ACP.

PLANNING ASSESSMENT

A number of elements of the State planning framework inform preparation and assessment of an ACP, however the primary policy is SPP 4.2, as well as State Planning Policy 7.1 *Design of the Built Environment* and State Planning Policy 7.2 *Precinct Design* (SPP 7.2). SPP 4.2 has recently been reviewed by the WAPC and a draft revised version has been advertised and is currently being finalised. Both the original and draft revised versions of SPP 4.2 have been taken into account in the assessment of the ACP.

An ACP is a strategic plan intended to provide a vision for the future form, use and development of centres. It is intended to address a wide variety of elements including the centre's context, all forms of movement within and to the centre, activity within the centre, the urban form of the centre, resource conservation and how the ACP will be implemented. A scheme amendment is required to accompany the ACP as it is needed to implement the ACP.

As the planning instruments (ACP and scheme amendment) were likely to require further advertising, assessment so far has focused on resolving substantive issues including the appropriate boundary, densities and building heights. Further assessment of detailed requirements would occur through the final assessment phase and coordinated with the amendment process.

Given the ACP has already been advertised twice, a key consideration in the assessment and evaluation of the best process for the ACP (and required amendment) has been to minimise the rounds of advertising required to progress these, so as to minimise any negative impact / fatigue on the local community.

Activity Centre Plan Boundary

SPP 4.2 states that the boundary of a proposed ACP should be defined by factors such as existing zoning, topographical features, major infrastructure elements and walkable catchment to major public transport stops. A walkable catchment is generally an approximate distance of 400m considered equivalent to an average five minute walking time. Appendix A2 of SPP 7.2 identifies a number of potential considerations for defining a boundary which further includes target dwelling yields and existing built form characteristics. These factors have been taken into account when determining the most appropriate boundary for the centre.

The City's advertised boundary included an area north-west of the intersection of South Street and North Lake Road. However, this area is not proposed for inclusion as:

- the housing typologies and existing built form are of a different character to the other included areas;
- the housing stock in this area is more recent and comprises generally large homes. Therefore, the levels of investment and property values are such that redevelopment and increased density is less likely to be achieved; and
- the area is somewhat disconnected from the core of the centre by North Lake Road which is wide, busy and a significant obstacle to pedestrian connectivity.

The boundary originally proposed by the applicants is generally supported, as it provides a logical boundary to the north, following the topography of the area and back of lot boundaries to create a sense of place in those streets. The southern boundary is supported and was also agreed by the City as it proposes a natural edge to the ACP along Bellairs Road. However, an additional area east, which includes the other side of Hodgson Place and two further cul-de-sacs is recommended to be included for the following reasons:

- to rationalise and improve access to lots fronting South Street;
- the area is of a consistent built form character and should be considered as a whole;
- to facilitate a comprehensive land use planning and design response by providing the opportunity to remove access to South Street for this section, which is one of the only remaining areas along South Street where residential development takes direct access;
- the City's LPStrategy indicates increased densities along major transport routes including South Street; and
- the area has good access to the green space and amenity of Morris Buzacott Reserve and the high frequency bus service along South Street.

While this eastern area extends beyond the 400m catchment of the shopping centre, it is more accessible via walking than other areas in closer proximity to the centre as no major roads need to be crossed and the walking environment is more pleasant. The SPP 7.2 *Precinct Design Guidelines* state that it may be appropriate to identify a boundary at up to 800m or a 10 minute walkable catchment in certain circumstances.

As this eastern area has not previously been included in the advertised ACP, it is recommended that the ACP be readvertised to allow specific public consideration of the inclusion of this area.

Two areas of public open space are recommended to be excluded from the applicant's originally proposed boundary (portion of Morris Buzacott Reserve, and Frank Cann Park) as the ACP contains no provisions relating to POS.

A plan showing the applicant's originally proposed boundary, the City's proposed boundary and the Department's preferred boundary is included at **Attachment 7** - **Preferred ACP Boundary**.

Densities

A policy objective of SPP 4.2 is to increase the density and diversity of housing in and around activity centres. Higher-density housing improves land efficiency, provides housing variety, assists to establish a sense of community, and supports the non-residential functions of the activity centre, increasing activity outside normal business hours. The built form should be developed to support a precinct environment that is appropriate in character, intensity, bulk and scale.

Residential density targets are provided within SPP 4.2 for each type of activity centre. The target for District Centres is 30 dwellings per gross urban hectare.

The existing densities under the City's Local Planning Scheme No. 6 are shown on **Attachment 4** - Existing Density Plan.

The City concluded the residential densities originally proposed by the applicant (**Attachment 8** - **Originally Proposed ACP Densities**) are not appropriate for this suburban district centre. The City recommends concentrating density close to the shopping centre and in its 'Core' which is coded R-AC0. The City also recommends the Core be expanded to include the adjacent Lot 31 which contains Aldi supermarket, the Kardinya Tavern and other small commercial tenancies (including retail, office, cafes and restaurants). In addition, the City recommends a small area of R80 as part of the Mixed Use Frame precinct to provide an appropriate level of density adjacent to the shopping centre. R60 density is proposed as an interface immediately abutting the shopping centres other boundaries and to facilitate development for lots fronting South Street. The balance of the ACP area is recommended to be R40, which allows for single houses, grouped dwellings and multiple dwellings (**Attachment 9** - **City's Modified ACP Densities**).

The City's proposed modified densities more appropriately reflect the City's local planning strategy and the character of this district centre, and are generally supported. However, there is opportunity for some additional areas to be considered for increased densities in proximity to the centre, recreational facilities and South Street (as described in the boundary assessment above):

- north as proposed by the applicant to R40;
- the additional area east to R40 and R60 with incentives to rationalise and improve access to lots fronting South Street; and
- increased density of a south-west site from R40 to R60 **(Attachment A - DPLH Preferred ACP Plan).**

The applicant contends that the original density of R100, or at least a reduced density of R80, would provide a more suitable buffer and transition to the shopping centre (to the immediate north of the shopping centre), which is proposed to be reduced to R60 (three storeys).

The potential for increased density in this area was investigated and while increased density would lessen the impact of the height of the shopping centre, overall increased density and height in this area is not supported given the culs-de-sac street pattern in this area, which can amplify the impacts of infill development, in some settings.

The reduction of densities from those proposed in the ACP originally submitted addresses an issue identified as of significant concern during community engagement, while still achieving a dwelling target for the ACP of 32-33 dwellings per gross hectare as required by SPP 4.2.

This will provide a balanced outcome and is similar to the approach to residential densities undertaken in existing approved ACPs for district centres comparative to Kardinya in the City of Melville such as the Melville District Centre ACP.

The *Central Sub-regional Planning Framework* (2018) (Framework) identifies housing and population targets for the City of Melville local government area; with the Framework requiring the delivery of a minimum of 10,830 new dwellings to 2031, and a further 7,650 post 2031 to 2050, accommodating a total of 18,480 new dwellings to 2050.

These targets are not reflected in the City's LPStrategy, which was prepared in 2016, prior to the publication of the Framework. However, there are a large number of Activity Centres in the local government area, including Murdoch Specialised Centre, Melville City (Booragoon) Secondary Centre, Canning Bridge District Centre, Riseley District Centre and others, which already have ACP's prepared and being implemented, and will contribute to the targets. There are also over 20 other District, Neighbourhood and Local Centres which do not have an ACP in place yet.

Although definitive yields for the ACP are not known, as delivery will be market-led, the ACP will facilitate significant infill opportunity. The proposed densities meet the density target identified in SPP 4.2 as well as being generally consistent with the Framework, by contributing to the overall dwelling targets for the local government area.

The Framework identifies ten urban consolidation principles that guide infill development. In this location the proposed infill aligns with high frequency public transport, providing higher density and diverse dwelling types in the area to meet the needs of changing demographics, and Kardinya being an Activity Centre.

Height in Core

The original ACP included heights of 15 storeys for the shopping centre site, with two landmark sites (corner of North Lake Road and South Street, and corner of South Street and Gilbertson Road) identified as being appropriate for a maximum of 20 storeys.

The City's advertised modifications included maximum nine storey heights for the shopping centre Core for residential buildings, and a six storey maximum for non-residential buildings. The City then reduced the height in the Core to six storeys in its final recommendation to the WAPC.

Given the approved development for the shopping centre is for up to seven storeys for the cinema component, with a nine storey residential tower, it is appropriate for the Core to have a maximum height of seven storeys to apply for non-residential development, and for residential development, a maximum of nine storeys to generally apply. There is also opportunity for Landmark sites to be developed for residential up to 12 storeys (nominated in the ACP as the corners of South Street and North Lake and Gilberton Roads). It is noted all residential development would need to comply with the requirements of the R-Codes which prescribe setbacks and building separation requirements.

Further Details Under Assessment

Various details require further assessment, and will be resolved through the final assessment phase and coordinated with the amendment process. These include:

- transport and road network (including potential road widening of Gilbertson Road);

- services;
- frontage types proposed;
- plot ratio; and
- provisions relating to lots fronting South Street.

Transport and Road Network and Services

The TIA Report analysis results show that the South Street / Main Street intersection and the South Street / Gilbertson intersections may perform unsatisfactorily upon the ultimate buildout of the Activity centre and therefore may need upgrading.

The boundary and density changes will impact the modelling and analysis for the TIA Report and Servicing Report and these reports will require updating and further assessment. However, as the intensity of development proposed will likely be less than the assumptions the reports were originally modelled on, the impact is likely to be less and therefore unlikely to result in conclusions that would be problematic. The TIA will referred to Main Roads WA, Department of Transport and the Public Transport Authority for further comment and to ascertain whether any road upgrades or transport connections will be required as part of the final modifications recommended for the ACP.

Widening of Gilberton Road was proposed in the original ACP prepared by the applicant. The City removed this provision as it does not believe widening is necessary. The updated TIA will be referred to Main Roads WA for comments, as Gilbertson Road connects with South Street, which is a Primary Regional Road which will influence widening requirements significantly. This will inform if the widening requirement is needed and a recommendation will be made when the proposal is presented to the WAPC for final determination.

Provisions relating to lots fronting South Street

The ACP currently includes provisions which require lots at the end of the each of the cul-de-sacs in the eastern portion of the ACP be amalgamated with lots fronting South Street, to encourage access to be removed from South Street, which is a Primary Regional Road.

Other alternative mechanisms are also feasible, such as via easement, shared access, creation of a right-of-way, Local Development Plan (LDP). However, whether these should be included in ACP or scheme amendment to provide more certainty needs to be considered. These provisions would also need to be assessed based on modified densities and considered in consultation with Main Roads WA that has care and control of South Street.

The applicant will propose updated provisions for assessment in due course and these will be fully assessed by the Department. This detail will not prejudice the advertising of the major modification as the intent of the provisions has already been advertised and is unlikely to change. Any provisions included in the amendment would be advertised.

Conclusion

The proposed Kardinya Activity Centre Plan is generally consistent with the WAPC's strategic intention to deliver density through infill, in accordance with Perth and Peel @3.5 million and the supporting Central Sub-regional planning framework, as well as SPP 4.2 - Activity Centres for Perth and Peel. However, as discussed above, it is recommended that the boundary be extended, and the proposal readvertised, and coordinated with a scheme amendment which is required to be prepared to implement density changes.

This will give some certainty to a scheme amendment to accompany the ACP process to be prepared and subsequently initiated by the City.

RECOMMENDATION

That the Statutory Planning Committee resolves to:

1. ***require the City of Melville to advertise a modified Kardinya Activity Centre Plan in accordance with Attachment A, in accordance with the Clause 22 (2) of Schedule 2 - Deemed Provisions for Local Planning Schemes, Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions);***

2. ***request the City of Melville to advertise the modified Kardinya Activity Centre Plan concurrently with a Scheme Amendment required to implement the ACP, in accordance with Clause 18 of the Deemed Provisions or a longer period as may be required to be consistent with the Scheme Amendment process; and***

3. ***request the City of Melville to subsequently provide a report on the Kardinya Activity Centre Plan modifications to the Western Australian Planning Commission in accordance with clause 22(2) of the Deemed Provisions.***

ATTACHMENTS

Attachment 1 - Originally Submitted ACP
Attachment 2 - City's Modifications to ACP
Attachment 3 - Aerial Location Plan
Attachment 4 - Existing Density Plan
Attachment 5 - First Schedule of Submissions
Attachment 6 - Second Schedule of Submissions
Attachment 7 - Preferred ACP Boundary
Attachment 8 - Originally Proposed ACP Densities
Attachment 9 - City's Modified ACP Densities
Attachment A - DPLH Preferred ACP Plan

Kardinya District Centre
Activity Centre Plan

May 2020 | 18-668



element.
the art and science of place

We acknowledge the custodians of this land, the Whadjuk Noongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

Document ID:Creative Cloud Files/WORK/2018/18-668 Kardinya Shopping Centre/Kardinya ACP March 2020 Folder/Kardinya ACP May 2020.indd

Issue	Date	Status	Prepared by	Approved by
3	19.03.20	DRAFT	Callum Thatcher	David Read
4	13.05.20	FINAL	Callum Thatcher	David Read
5	27.05.20	FINAL V.02	Callum Thatcher	David Read
6	19.06.20	FINAL V.03	Callum Thatcher	David Read

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Endorsement Page

This Activity Centre plan is prepared under the provisions of the City of Melville Local Planning Scheme No.6.

IT IS CERTIFIED THAT THIS Activity Centre PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

_____

Date

Signed for and on behalf of the Western Australian Planning Commission:

_____

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

_____

Witness

_____

Date

_____

Date of Expiry

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1. Executive Summary

The Kardinya Activity Centre Plan has been prepared in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* and State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2), to guide future activity and development in the area which can be generally described as Kardinya Park Shopping Centre and surrounds. The primary aim of the Activity Centre Plan (ACP) is to outline basic development controls and guide the necessary Scheme Amendment to the City of Melville Local Planning Scheme No. 6 (LPS6). The ACP in implementation should result in a vibrant centre which is economically viable and sustainable with supporting residential density to capitalise on existing and future public transport infrastructure.

The ACP is intended to guide development over a 10-year timeframe and provide a number of recommendations to assist with implementation. The Activity Centre hierarchy in SPP 4.2 defines an Activity Centre as community focal points with commercial, retail, high density housing, entertainment, tourism, civic / community, higher education and medical services.

The ACP includes two parts in accordance with the SPP 4.2. Part one contains the statutory provisions in relation to the implementation of the Activity Centre structure plan compromising of land use and built form provisions while part two provides explanatory information.

This ACP is intended to help facilitate the evolution of the Kardinya Park Shopping Centre into a mixed-use Activity Centre that builds upon the existing (and any proposed) public transport infrastructure along South Street, its associated retail areas and residential frame. It is intended that increased residential densities within the surrounding area to the Kardinya Park Shopping centre will further contribute to the walkable catchment of this centre and increase the patronage and viability of public transport infrastructure, thereby reducing car reliance and enhancing the vitality of local businesses.

Up to approximately 26,701m^2 of retail floorspace area is proposed for the Kardinya District Centre which includes both Lot 17 and Lot 31. The proposed density increases that are proposed will help support the viability of the Centre and capitalise of the increased service amenity. Accordingly, approximately 1,850 additional dwellings can potentially be accommodated throughout the Centre through associated residential density changes to support the viability of the Activity Centre.

1.1 Density Targets and Retail Growth

The plan estimates a total of 200 dwellings will be developed within the District Centre over the next 30 years by 2050. The ACP as a whole, has aimed to align the broader residential catchment to achieve a minimum of 30 dwellings per gross hectare by 2050, to align with targets for District Centres in the WAPC's SPP 4.2. This outcome would deliver on the expectations of Perth and Peel @3.5 million and the City's Local Planning Strategy to concentrate development in strategic Activity Centres and along transit corridors.

The ACP provides for growth of Kardinya Park Shopping Centre to approximately 22,244m^2 shop/retail floorspace, accommodating supermarkets, a discount department store and associated speciality stores and mini majors within the Core. The remaining 3,000m^2 of retail floor space will remain for the Centre Frame lot to expand accordingly aligned with the Retail Sustainability Assessment (RSA) and existing on-site retail floor space.

An overview of the key characteristics of the ACP is provided in Table 1.

Table 1 – Activity Centre Plan Overview

Item	Data
Activity Centre Plan Area	58ha (gross urban hectares)
Total Estimated Lot Yield	32 dwellings per gross hectare
Estimated number of dwellings by 2050	Approximately: 629 Proposed Total: 1,875 (based on a 50% density uptake) Net additional: 1,246
Estimated population by 2050	3,375 (based on 1.8 people per dwelling)
Number of high schools	Not applicable
Number of primary schools	Not applicable
Estimated commercial floorspace	**Estimated total non-residential floorspace** 2020: 3,000m2 (6,692m^2 proposed within DA) 2030: 15,692m^2 **Estimated total shop/retail floorspace:** 2020: 15,053m^2 (8,913m^2 proposed within DA) 2030: 26,701m^2
Estimated area and percentage of public open space	**Public Open Space** 36,000m^2 (Alan Edwards Park) 11,646m^2 (Laurie Withers Reserve) 1,581m^2 (Jack O'Keefe Reserve) 2,768.2m^2 + 36,120m^2 (Morris Buzacott Reserve) 4,877m^2 (Harry Patterson Park) Total: 92,992.2m^2 (9.2ha) - 15.8%



Figure 1. ACP Boundary

Part 1: Statutory Section

LEGEND

- ACP Boundary
- Passive Frontage
- Landscape Frontage
- High Speed Frontage
- Active Frontage
- Existing Pedestrian connection
- Proposed Pedestrian Connection (1.5m)
- Key Pedestrian Link
- Future Easement In-gross
- Vehicle Access
- Strategic Signage
- Key Public Space
- Landmark



Figure 2. ACP Map

LEGEND

- ACP Boundary
- 15 - 20 storey above natural ground level
- 5 storey above natural ground level
- 4 storey above natural ground level
- 3 storey above natural ground level
- 2 storey above natural ground level
- 2 storey existing

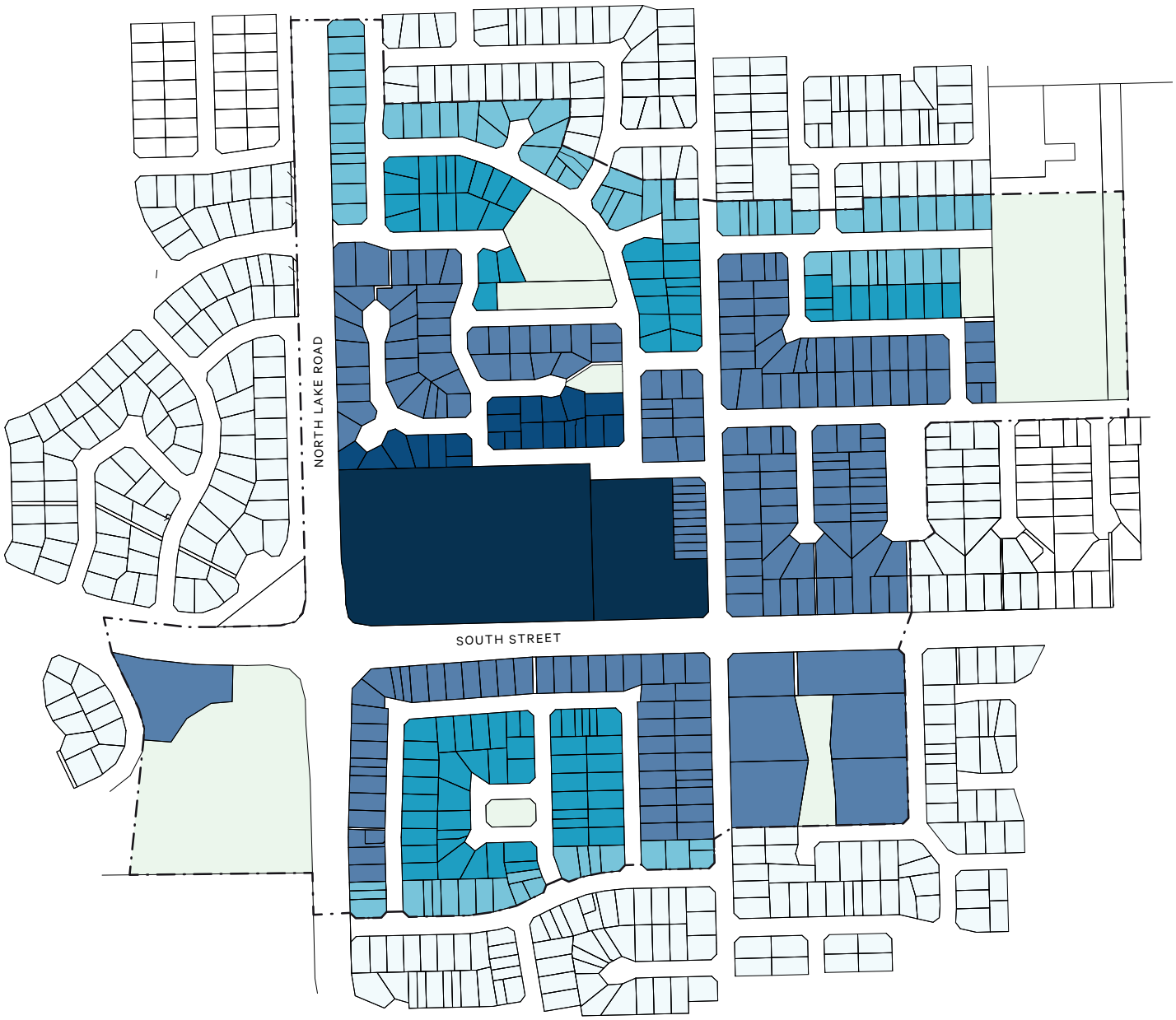


Figure 3. ACP Building Height

LEGEND

- ACP Boundary
- Existing Pedestrian connection
- Proposed Pedestrian Connection (1.5m)
- Key Pedestrian Link
- Future Easement In-gross
- Vehicle Access
- Land Take Required



Figure 4. ACP Movement Map

2. Implementation

2.1 Activity Centre Plan

This ACP applies to the Kardinya District Activity Centre and encompasses land generally within a 400m catchment around the Kardinya Park Shopping Centre, in Kardinya, Western Australia. The ACP applies to all areas within the boundary identified on the ACP map (Figure 1).

2.2 Operation

This ACP comes into effect on the day it is approved by the Western Australian Planning Commission (WAPC), the date of which is outlined on the endorsement page. As per the deemed provisions, from the date of endorsement this ACP is to have effect for a period of 10 years, unless otherwise determined by the WAPC. Where there is an inconsistency with the City of Melville LPS6, then LPS6 shall prevail to the extent of any inconsistency, until it is acknowledged and intended for LPS6 to be amended to reflect the densities shown on this ACP prior to them being implemented.

Unless otherwise specified, the words and expressions used in this ACP shall have the respective meanings given to them in the LPS6.

Nothing in this ACP is to be interpreted as limiting clause 43 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by an ACP is to have due regard to, but is not bound by, the ACP when determining the application.

2.3 Activity Centre Vision and Objectives

The vision for the Kardinya centre is as follows:

> *'The Kardinya centre will be a vibrant and exciting focal point of entertainment, hospitality and retail services to create a contemporary, localised centre to accommodate all user's needs in the one location, supported by a higher density residential precinct.'*

Development in the ACP area shall align with the following objectives:

- Promote high quality, larger scale development within the Activity Centre Core Precinct within the specified built form controls.
- To deliver a functional shopping centre which provides for local employment, local needs and the wider visiting population.
- To promote the development of a diverse mix of housing types, lot sizes and densities.
- To promote active and alternative forms of transport while providing a convenient centre.
- To promote activation of the Centre both in the day and evening through an inviting dining precinct and community meeting spaces.

2.4 Subdivision and Development Requirements

2.4.1 Precincts and objectives

The ACP area has been divided into three precincts in this plan (refer to Figure 5), generally characterised by varying intensity of development and mix of uses. The precincts are as follows:

- Centre Core
- Centre Frame
- Residential

Table 2 – Precinct Summary

Precinct	Proposed LPS 6 Zones	Density Coding	Character Statement
Centre Core	Centre C2	R-AC0	To provide the Core of the Activity Centre. A mixture of retail and commercial uses are envisaged in combination with high density residential development.
Centre Frame	Centre C2	R-AC0	To provide a combination of high density residential, and speciality commercial tenancies both non-retail based and retail area. Residential and compatible commercial uses at ground floor are appropriate (as provided for under LPS 6).
Residential	Residential	R160, R100, R160/R80, R60, R40	To provide for medium to high density residential close to the Activity Centre and South Street transit corridor.

2.4.2 Land use permissibility

a) Land use permissibility within the ACP area shall be in accordance with LPS6.

b) The following additional uses are permitted for the following land within the 'Residential Precinct':

Table 3 – Additional Land Use Table

No.	Description of Land	Additional Use	Conditions
6	L108 (88) Gilbertson Road, Kardinya	Service Station Convenience Store	
9	L157/Strata L1 (25) South Street, cnr Gilbertson Road, Kardinya	Office Consulting Rooms Medical Centre	
19	L148 (No.68), L1 (No.70), L150 (No.72), L1 (No.74), L22 (No.75), L153 (No.78), L154 (No.80), L155 (No.82), Lot 156 (No.84) Gilbertson Road, Kardinya	Office Consulting Rooms Medical Centre	

Land use permissibility's in the Centre C2 zone shall be in accordance with the zoning table for the Centre C3 zone.

c) The land use definition 'Advertisement' is to be inserted into Division 2 – Land use terms used in LPS6, in accordance with the following definition:

"Means any word, letter, model, sign placard, board, notice, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly. for the purposes of, advertisement, announcement or direction, and includes any hoarding or similar structure used, or adapted for use, for the display of advertisements. The term includes any airborne device anchored to any land or building and any vehicle or trailer or other similar object placed or located so as to serve the purpose of advertising."

2.4.3 Additional Uses

Table 4 of LPS6 prescribes a list of additional uses for specific lots within the City of Melville's scheme area. There are two existing lots within this ACP area that have pre-existing additional uses. Lot 108 which is currently occupied by a service station, and Lot 157 an existing residential dwelling. In this regard, the ACP and pending Scheme Amendment has no intention on removing these lots from Table 4 of LPS6, rather seek to modify the prescribed land uses. Lot 108 shall remain as a service station, however the pending Scheme Amendment will seek to include convenience store into the additional use table, as currently convenience store is an X use within a residential zone. Lot 157 will also be modified to include consulting rooms and medical centre, as additional land uses to diversify the opportunities on this site. The Scheme Amendment will also seek to remove 'single storey residential character of the premises being retained' given this will impede future redevelopment opportunities and will not be consistent with the intent of the ACP.

Given the site is not of local or State heritage significance and therefore is considered unnecessary to be retained. In addition to the amendments proposed to the existing Additional Use Table, a number of lots fronting Gilbertson Road will be included. The intent behind this is to encourage ground floor commercial land uses to provide a cohesive commercial interface with the Frame of Kardinya District Centre. Office, consulting rooms and medical centre are all land uses that are appropriate to integrate with the residential nature of the area, whilst offer essential services to the wider community.

2.4.4 Advertisement Definition

In accordance with the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* the definition of advertisement will be inserted into the pending Scheme Amendment to be included within division 2 – land use terms within LPS6.

2.4.5 Restrictive Covenants

Within the ACP catchment, there are existing historic restrictive covenants that have the potential to impede future development uptake in accordance with the objectives and intent of the ACP. To facilitate the extinguishment of restrictive covenants within the ACP, a Scheme Amendment is required. This process is set out within Western Australian Planning Commission (WAPC) Planning Bulletin 91/2017, paragraph 6.2. To ensure the ACP is able to be implemented to the full extent intended, a subsequent Scheme Amendment will be prepared concurrently to lift pre-existing covenants that would restrict the orderly and proper implementation of the ACP.

2.4.6 Development Controls

Centre Core

The objectives of the Centre Core Precinct are:

- Concentrate non-residential development within the Centre Core;
- Enable the growth of the retail component to allow for increased local employment and for a high quality retail experience while maintaining the Centre's District Centre role;
- Improve the maturity of the Centre, by promoting a range of commercial, retail and entertainment choices to meet the needs of the locality;
- Encourage uses such as entertainment and hospitality that are likely to extend the period of activity within the Centre; and
- Promote greater housing density with managed interface to surrounding residential areas and transport corridors.

The following development requirements apply within the Centre Core precinct:

Table 4: Centre Core Development Controls

Element	Controls
Residential Development	All residential development proposed within the Centre Core shall be in accordance with the requirements of State Planning Policy 7.3, Residential Design Codes Volume 2 – Apartments.
Non-Residential Development	All non-residential development proposed within the Centre Core shall have regard to the requirements of the City of Melville's local planning policy 2.1 (Non-Residential Development).
Plot Ratio	No plot ratio applies. Development shall be controlled by setbacks and building height.
Frontages	• A frontage type has been allocated for street frontages on the Figure 2. • Frontage types have been identified to ensure activity and built form responds to create the desired street interface for the relevant street context. • Development shall generally be in accordance with the relevant frontage requirements under this part. • The frontage types, in order from highest to lowest activation are: – Active – Passive – Landscaped – High Speed
Active Frontages	This frontage type is proposed for areas in the Centre Core precinct as shown on Figure 2. This frontage will cater for those areas that are projected to have frequent pedestrian movement, requiring street level activation, visual engagement and main street principles to be incorporated into the built form. Development that occurs within these locations shall be in accordance with the following: **Setbacks** • Nil setback to buildings are required. Building setbacks may be considered where active uses are proposed (such as alfresco dining) where a setback can facilitate greater interaction with the street. **Building Mass and Form** • Building facades to maximise engagement to the street by: • Appropriate façade glazing treatments; • Entrances and windows oriented towards the public realm; • Avoiding expanses of blank walls; and • Awnings being provided along the building frontage with sufficient width to provide pedestrian shelter.
Passive Frontages	This frontage type is proposed for areas which are highly visible but do not necessarily accommodate highly active functions as shown in Figure 2. High quality design features are to be provided in façade elements, in accordance with the following: **Setbacks** • Nil setback to buildings required. Building setbacks may be considered where active uses are proposed (such as alfresco dining) where a greater setback can facilitate greater interaction to the street. **Building Mass and Form** • Building facades to maximise articulation and architectural features of visual interest. • Awnings to be provided along the building frontage where practical to provide pedestrian shelter
Landscaped Frontages	This frontage type is intended to buffer and or screen the impacts of servicing back of house environments as well as improve interfaces that are otherwise restricted in providing a visually appealing environment, as shown in Figure 2. Landscaping in these environments shall be provided extensively for these frontages with a combination plantings and landscaping screens (both hard and soft) to buffer the buildings interface from abutting street frontages.
High Speed Frontages	This frontage type reflects built form that this experienced from passing vehicles where pedestrian movement is predominantly low, as indicated in Figure 2. **Setbacks** • Nil setbacks to buildings permitted to North Lake Road and South Street. • Where vehicle parking is proposed, landscaping and/or screening is to be incorporated to enhance the appearance of facades and minimise the impact of parking. **Building Mass and Form** • Building facades to incorporate variations in depth, height, colour, texture and/or materials as well as openings where practical to create interest and visual surveillance.
Landmark Locations	Landmark location sites are identified by Figure 2. Built form at landmark locations shall be treated with additional architectural emphasis such as distinctive roof forms and detailing, complemented by a contrast in materiality. **Setbacks** • A nil setback is permitted for landmark development sites. **Building Height** • To emphasis these corner sites, built form is permitted with additional height of 5 storeys (maximum 20 storeys).
Key Public Spaces	On-site open space shall be provided for public and/or communal use in areas noted for 'key public spaces' on Figure 2.
Retail Floorspace Area	The total net lettable area of all existing and future shop retail development within the core area shall not exceed 22,244m^2 (existing: 13,776m^2). For the purposes of the ACP, NLA shop/retail floorspace is defined as per the Scheme, but also excludes: • Loading and storage areas • Any children's play area and/or equipment; and • All areas (including any alfresco seating areas) associated with eating and entertainment uses. Prior to the consideration of proposals for development which exceeds the shop/retail floorspace area identified above the responsible authority will require the preparation of a Retail Sustainability Assessment (or similar), in accordance with SPP 4.2.

Element	Controls
Non-Retail Floorspace Area	The total net lettable area of all future non-retail development within the core area must not exceed 8,692m^2 (proposed: 6,692m^2).
Vehicle Parking and Access	• Car parking for all residential development shall be provided in accordance with the requirements of the Residential Design Codes of Western Australia. • Car Parking for all non-residential development shall generally be provided in accordance with the City of Melville's applicable Local Planning Policy, unless supported by a suitable parking needs study and implemented in accordance with an approved parking management plan. • Vehicle access points shall generally be in accordance with Figure 2. • Service vehicle routes and access points should be screened and/or located away from areas of high pedestrian activity.
Pedestrian Access	• Buildings are to provide clear legible entry points for pedestrian accessibility. • Pedestrian shopping malls are to provide connections to external streets to contribute to an integrated and permeable centre.
Maximum overall Building Height	• Building Heights in accordance with Figure 3. • The maximum permitted building heights as measured in storeys is 15 storeys above NGL. • Buildings within landmark locations are permitted to a maximum height of 20 storeys above NGL. • Structures associated with roof top terraces such as shade structures and alfresco areas are exempted from the prescribed maximum building height. • Plant areas and lift core rooms that are screened from the public domain, however positioned on the roof of an apartment buildings are also exempt from the prescribed maximum building height.
Main Streets	• The main streets may be retained in private ownership providing that legal instruments are put in place to allow for City and public access at all times.

Centre Frame

The objectives of the Centre Frame Precinct are:

- Promote mixed use medium and high density building typologies.
- Provide for additional complementary retail floor space and non-retail floor space growth to encourage activity and support the core retail district.
- Encourage a high quality built form that incentivises pedestrian movement and directly links the Centre Core, Centre Frame and the Residential Precinct through a positive pedestrian experience.
- Promote greater housing density with managed interfaces to surrounding residential areas and transport corridors.

The following development requirements apply within the Centre Frame precinct:

Table 5: Centre Frame Development Controls

Element	Controls
Residential Development	All residential development proposed within the Centre Frame shall be in accordance with the requirements of State Planning Policy 7.3, Residential Design Codes Volume 1 and Volume 2 (Apartments).
Non-Residential Development	All non-residential development proposed within the Centre Frame shall be in accordance with the requirements of the City of Melville's local planning policy 2.1 (Non-Residential Development).
Minimum Lot Size	No further dwelling yield is permitted for lots less than 1,500m^2.
Plot Ratio	No plot ratio applies. Development shall be controlled by setbacks and building height.
Frontages	• A frontage type has been allocated for street frontages on the Figure 2. • Frontage types have been identified to ensure activity and built form responds to create the desired street interface for the relevant street context. • Development shall be in accordance with the relevant frontage requirements under this part. • The frontage types, in order from highest to lowest activation are: – Active – Passive – Landscaped – High Speed

Element	Controls
Active Frontages	This frontage type is proposed for areas in the Centre Core precinct as shown on Figure 2. This frontage will cater for those areas that are projected to have frequent pedestrian movement, requiring street level activation, visual engagement and main street principles to be incorporated into the built form. Development that occurs within these locations shall be in accordance with the following: **Setbacks** • Nil setback to buildings are permitted for the first 5 storeys above NGL. Building setbacks may be considered where active uses are proposed (such as alfresco dining) where a setback can facilitate greater interaction with the street. • 6 storeys and above shall achieve a minimum setback of 5 metres from the façade of the podium level below (excluding podium level balustrades). **Building Mass and Form** • Building facades to maximise engagement to the street by: – Appropriate façade glazing treatments; – Entrances and windows oriented towards the public realm; – Avoiding expanses of blank walls; – Awnings being provided along the building frontage with sufficient width to provide pedestrian shelter.
Passive Frontages	This frontage type is proposed for areas which are highly visible but do not necessarily accommodate highly active functions as shown in Figure 2. High quality design features are to be provided in façade elements, in accordance with the following: **Setbacks** • 2m building setbacks are to apply for passive frontages fronting Gilbertson Road. • Nil setback required to all other frontages. Building setbacks may be considered where active uses are proposed (such as alfresco dining) where a greater setback can facilitate greater interaction to the street. **Building Mass and Form** • Building facades to maximise articulation and architectural features of visual interest. • Awnings to be provided along the building frontage where practical to provide pedestrian shelter.
Landscaped Frontages	This frontage type is intended to buffer and or screen the impacts of servicing back of house environments as well as improve interfaces that are otherwise restricted in providing a visually appealing environment, as shown in Figure 2. Landscaping in these environments shall be in accordance with the following: **Landscaping Buffers** • Landscaping shall be provided extensively for these frontages with a combination plantings and landscaping screens (both hard and soft) to buffer the buildings interface from abutting street frontages.
High Speed Frontages	This frontage type reflects built form that this experienced from passing vehicles where pedestrian movement is predominantly low, as indicated in Figure 2. **Setbacks** • Nil setbacks to buildings permitted to North Lake Road. • Where vehicle parking is proposed, landscaping and screening is to be incorporated so as not to visually dominate street frontages. **Building Mass and Form** • Building facades to incorporate variations in depth, height, colour, texture and/or materials as well as openings where practical to create interest and visual surveillance.
Landmark Locations	Landmark location sites are identified by Figure 2. Built form at landmark locations shall be treated with additional architectural emphasis such as distinctive roof forms and detailing, complemented by a contrast in materiality. **Setbacks** • A nil setback is permitted for landmark development sites. **Building Height** • To emphasis these corner sites, built form is permitted with additional height of 5 storeys (maximum 20 storeys).

Element	Controls
Road Widening	To allow for the modification of the Gilbertson Road and South Street intersection to create a 'left turn' east bound from Gilbertson Road, a portion of land of approximately 1 metre in width and extending from, and including, the truncation to the entire boundary of Lot 31 to Gilbertson Road shall be ceded to the Crown free of cost as a condition of Development Approval for any substantial redevelopment of the property. The exact dimension shall be determined by the City of Melville in consultation with MRWA. Refer to Figure 4.
Key Public Spaces	On-site open space shall be provided for public and communal use in areas noted for 'key public spaces' on Figure 2.
Retail Floorspace Area	The total net lettable area of all existing and future shop retail development within the core frame area must not exceed 4,457m^2 (existing: 1,457m^2). For the purposes of the ACP, NLA shop/retail floorspace is defined as per the Scheme, but also excludes: • Loading and storage areas • Any children's play area and/or equipment; and • All areas (including any seating areas) associated with eating and entertainment uses. Prior to the consideration of proposals for development which exceeds the shop-retail floorspace area identified above the responsible authority will require the preparation of a Retail Sustainability Assessment (or similar), in accordance with SPP 4.2.
Non-Retail Floorspace Area	The total net lettable area of all future non-retail development within the Frame area must not exceed 7,000m^2 (existing: 3,000m^2).
Vehicle Parking and Access	• Car parking for all residential development shall be provided in accordance with the requirements of the Residential Design Codes of Western Australia. • Car Parking for all non-residential development shall generally be provided in accordance with the City of Melville's applicable Local Planning Policy, unless supported by a suitable parking needs study and implemented in accordance with an approved parking management plan. • Vehicle access points shall generally be in accordance with Figure 2. • Service vehicle routes and access points should be located away from areas of high pedestrian activity.
Pedestrian Access	• Buildings are to provide clear legible entry points for pedestrian accessibility. • Pedestrian shopping malls are to provide connections to external streets to contribute to an integrated and permeable centre. • A 1.5m pedestrian footpath is required to be provided along the east-west main street connection from Gilbertson Road to the 'Core'.
Maximum overall Building Height	• Building Heights in accordance with Figure 3. • The maximum permitted building heights as measured in storeys is 15 storeys above NGL for Lot 31. • The maximum permitted building heights as measured in storeys is 4 storeys above NGL for Lots 21-30 fronting Gilbertson Road, with a fifth storey permitted where setback 5 metres from the floor below. • Buildings within landmark locations are permitted to a maximum height of 20 storeys above NGL. • Structures associated with roof top terraces such as shade structures and alfresco areas are exempted from the prescribed maximum building height. • Plant areas and lift core rooms that are screened from the public domain, however positioned on the roof of an apartment building, are also exempt from the prescribed maximum building height.
Main Street (East-West Connection)	• The main streets may be retained in private ownership providing that legal instruments are put in place to allow for the City and public to access at all times. This is to be incorporated and considered when a comprehensive development application is proposed. • Future redevelopment proposals must demonstrate the following public realm upgrades along the east-west main street connection: – Shade trees (where none exist) shall be provided along the edges of the east-west internal road network to contribute to the main street environment to enhance the relationship with the public realm. – Upgrades to the treatment of the road surface of the east-west connection must be demonstrated during the consideration of a comprehensive development proposal. The road surface treatment must accord with the paving pattern from the north-south main street.

Residential

The objectives of the Residential Precinct are:

- To offer a diverse range of medium density grouped and multiple dwelling housing opportunities.
- To ensure built form and building height provides for an appropriate transition into surrounding existing residential areas.
- To provide a density that will support the viability and vitality of the Centre and will support public transport infrastructure and reduced car use.

The following development requirements apply to the Residential Precinct:

Table 6: Residential Development Controls

Element	Controls
Residential Development	Residential density and development standards shall be in accordance with State Planning Policy 7.3, Volume 1 and Volume 2 (Apartments). Residential development adjacent to open space shall be oriented to provide passive surveillance over the public domain.
Road Widening	• To allow for the modification of the Gilbertson Road and South Street intersection to create a 'left turn' east bound turning lane from Gilbertson Road, and left turn west bound turning lane from Gilbertson Road, a condition will be imposed at the time of Development Approval for any substantial development for a portion of land to be ceded free of cost to the Crown, refer to Figure 4. Whilst the exact dimension shall be determined by the City of Melville in consultation with MRWA at the time of Development Approval the land to be ceded will generally be: – 2.4 metres in width abutting Gilbertson Road for Lots 22 (no. 75) No 21 (No's 77 and 77A) Gilbertson Road – including the truncation; and – 3.5 metres in width abutting Gilbertson Road for Lots 155-157 (No's 84-86 (inclusive) – including the truncation.
Bonus Density and Height	For lots impacted by road widening outlined above, Development Approval may be granted for an additional 2 storeys and an additional plot ratio of 0.7 (further variations may be provided at the discretion of the local government where the development satisfies the relevant Design Objectives of SPP 7.3)
Dual Density Coding	In a dual coded area, when considering an application for development or subdivision approval, the lower density code will apply to the land. The approval body can consider development to the higher density code applicable, when a land parcel size is 1,200m^2 or greater.
Grouped Dwelling Parking	Only one dedicated car parking bay is required for grouped dwelling environment.
Minimum Lot Sizes	The following lots must be amalgamated, prior to the determining authority supporting any further development. **Parcel 1** • Strata Plan 73313 (No.13a, 13b, 13c) Burney Court. • Lot 6 (No.15) Burney Court. • Strata Plan 49915 (No.31a, No.31b) South Street. • Lot 159 (No.29) South Street. • Lot 158 (No.27) South Street. **Parcel 2** • Strata Plan 47521 (No.14a, 14b, 14c) Burney Court. • Lot 162 (No.35) South Street. • Lot 161 (No.33) South Street. **Parcel 3** • Strata Plan 44069 (No.1/13, 2/13, 3/13) Hodgson Place. • Strata Plan 42443 (No.15, No.17) Hodgson Place. • Lot 165 (No.41) South Street. • Strata Plan 57072 (No.39A, 39B) South Street. • Strata Plan 44069 (No.5/13, 4/13) Hodgson Place.
Vehicle Access	No vehicle access shall be supported onto South Street.
Pedestrian Footpath	If no footpath exists within the road reserve, a condition of development or subdivision approval should be imposed, to require the applicant to make a contribution to the City of Melville for the provision of a footpath relative to the length of the lot frontage at half the cost determined by the City.
Street Tree	In circumstances where no street tree exists within immediate adjacent verge, a condition of development or subdivision approval should be imposed which requires the applicant to install 1 street tree within the verge. The applicant is required to maintain the street tree for a two year period to the satisfaction of the City. The location and species of the verge tree is required to be confirmed by the City, prior to being undertaken.

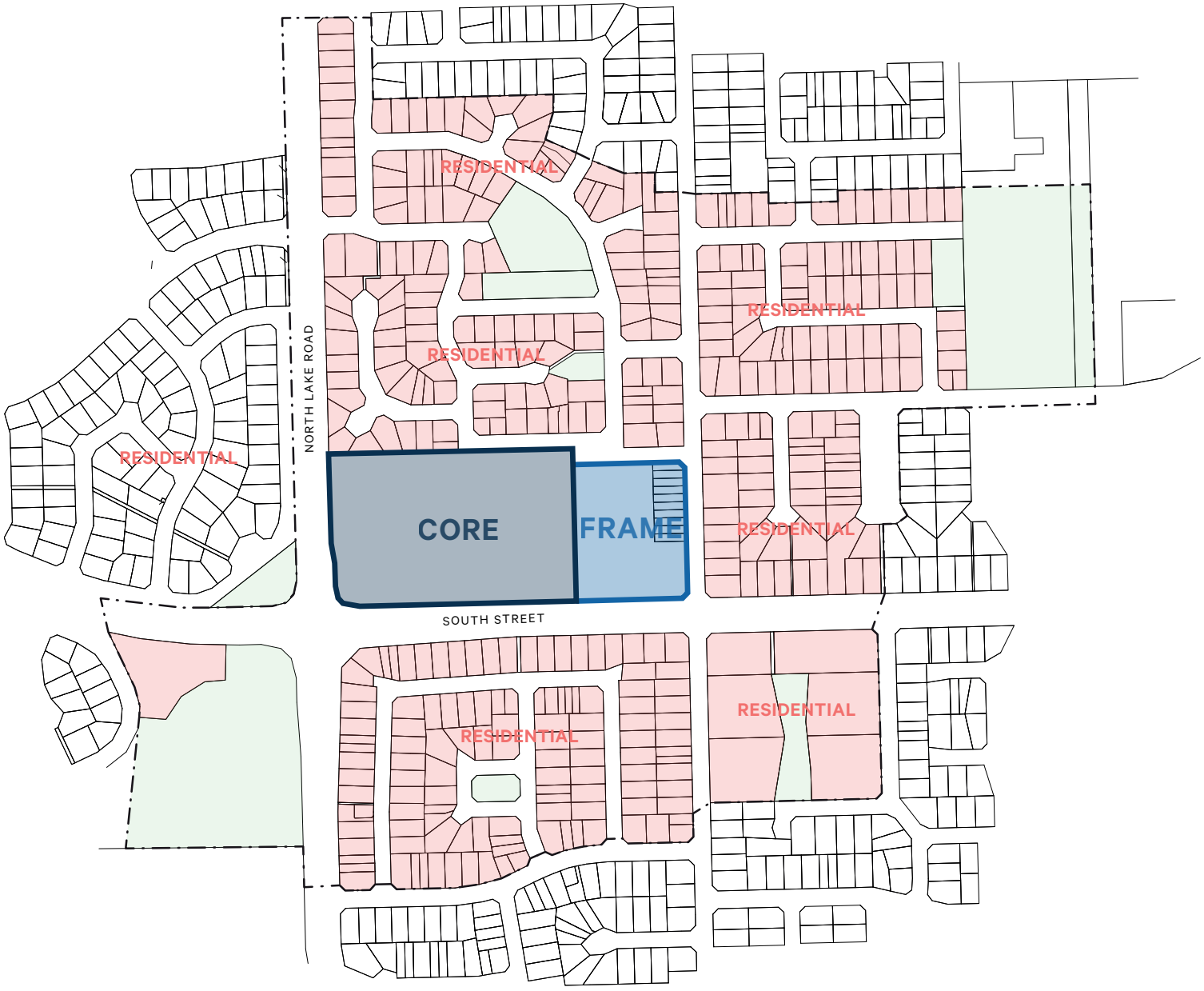


Figure 5. Precinct Map

Part 2: Non-Statutory (Explanatory) Section

1. Introduction and Purpose

This document forms part two of the Kardinya Activity Centre Plan and is intended to be explanatory in nature and provide the rationale behind the provisions of Part One. The ACP will be used by the WAPC, Department of Planning, Lands and Heritage (DPLH), other state government agencies, the City, landowners, business owners and developers, to inform more detailed planning and provide certainty of what is envisaged for the Kardinya Activity Centre.

The City's Local Planning Strategy seeks to concentrate population growth and development in Activity Centres and along public transport routes, which allows suburban areas to remain similar or the same as they are now.

The WAPC's Structure Plan Framework (August 2015) states that:

> *"An Activity Centre plan guides the types of land uses and the overall development (including built form) that is intended to occur within the Activity Centre. It can detail land use and infrastructure requirements as well as environmental assets, residential density, built form, infrastructure and access arrangements".*

The Kardinya 'District Centre' is one of six 'District Centres' in the City that are a prime focus for population growth and redevelopment. Background analysis work was completed for the Centre in 2013 (through the Local Commercial and Activity Centres Strategy – LCAS), including an opportunities and constraints analysis and initial visioning. The ACP is required to achieve the aims of the Local Planning Strategy and the LCAS for the following reasons:

- Activity Centres such as Kardinya District Centre, are expected to assist in accommodating the in-fill dwelling targets set by the Central Sub-Regional Framework by 2050;
- The existing planning framework does not provide a vision for the Centre or planning controls for landowners to redevelop sites in accordance with an overarching vision for the Centre; and
- The WAPC SPP 4.2 requires that ACP's be prepared for all centres that are classified as 'District Centres' and above.

This ACP will be the read in conjunction with the City's LPS6, SPP42 and Peel and State Planning Policy 7.3: Residential Design Codes Vol. 1 and 2.

1.1 Vision for Centre

The Kardinya Activity Centre will continue to evolve as a mixed use centre that provides for the needs of the existing and future Kardinya community. The Centre vision is established as follows:

> *'The Kardinya centre will be a vibrant and exciting focal point of entertainment, hospitality and retail services to create a contemporary, localised centre to accommodate all user's needs in the one location, supported by a higher density residential precinct.'*

In structure planning terms this vision translates into a clear set of principles. The Kardinya Activity Centre will:

- Be a distinctive and attractive centre that capitalises on existing built assets.
- Have a spatial layout that facilitates the connectivity of the Centre with residential areas and other centres to support the intensification of employment, recreation and residential uses within the Centre over time.
- Improve the quality of pedestrian experience to create a pleasant and attractive Activity Centre that people want to interact with.
- Fulfil its district function and complement the activities in surrounding centres.
- Provide for the evolution of the Centre to provide a truly mixed use, transit oriented and connected centre with high levels of amenity for existing and future residents.

1.2 Rationale for Precincts

The ACP proposes to divide the Centre and surrounding residential lots into 3 precincts. The methodology behind this decision is to adequately plan for and guide future redevelopment relevant to the zone and likely outcomes for each of the precincts based on a high level of understanding and analysis of the area. Historically, the District Centre has always been separated into Core and Frame precincts, with Lot 17 being established as the predominant commercial hub as the Core, whilst Lot 31 being located within the Frame, intended for lower intensity commercial uses and activity.

Unlike many District / Secondary Centres, Kardinya is unique in the fact that the Centre is divided into two halves, Lot 17 and Lot 31. This landownership fragmentation is uncommon with medium to large scale centres within the Perth Metropolitan Area. This segregation in landownership has made it challenging to coordinate and plan for a cohesive outcome for redevelopment opportunities as there are commercial constraints such as long term leasing agreements which will restrict the short - medium term redevelopment opportunities particularly for Lot 31.

Whilst an ACP should plan for a ten year period, the ACP prepared has needed to look beyond this to plan for future redevelopment opportunities that are likely to occur. In doing so, separating the Core and Frame has been essential to suitably planning for and mandating development outcomes relevant to the redevelopment capacity of both of the lots. This has been informed by the RSA prepared by Urbis, as well as understanding the future demands of the area. Lot 31 will unlikely accommodate the level of commercial capacity that exists for Lot 17. This has been the defining factor in delineating the Core from the Frame. The Frame has also been identified as having the greatest ability to accommodate residential density, that otherwise would not be appropriate in the Residential Precinct. The Frame provides a transitional precinct that will provide a combination of both residential and commercial land uses and transition into a mixed-use hub. It is not considered viable given the hierarchy of Activity Centres, that the Frame will be able to accommodate commercial growth that is on par with Lot 17 given there simply isn't the current residential catchment to accommodate two large commercial centres.

The Core is defined as Lot 17 (No.1-15) South Street, Kardinya better known as Kardinya Park Shopping Centre. The Core is the Centre of the commercial activity, providing a range of shopping, entertainment and recreational opportunities. The Core best defines what is the main attraction to the Kardinya District Centre both now and with consideration to the future redevelopment. The Core will include a Discount Department Store (DDS), full line supermarkets, range of speciality shops, as well as a medical centre. The 'Core' is also envisioned to provide residential apartments to contribute to the dwelling target of achieving 35 dwellings per hectare for the District Centre. The existing centre within the Core contains approximately 13,776m2 of commercial floorspace. The proposed redevelopment will seek to increase the total commercial floorspace to approximately 28,000m2. In addition to this, the RSA concluded that an additional 1,000m2 of retail floor space and 2,000m2 of non-retail floorspace remained in the catchment for any future modifications to the Core.

The Frame is defined as Lot 31 (No.17-23) South Street, Kardinya. This site currently contains a range of medical services, take-away food outlets, one supermarket and small office spaces. The site has an approved retail floorspace of approximately 1,500m2 and non-retail floorspace of approximately 3,000m2. As mentioned above, the short-term redevelopment opportunities are limited given the commercial units are under separate titles, as well as larger tenants having long term leases. The RSA concluded that an uptake of 3,000m2 retail floor space was achievable with a remaining 4,000m2 of non-retail area. As reflected by the RSA, the Frame has a lower commercial floorspace uptake further reinforcing the need to separate the lots into different precincts given the difference in the uptake in floorspace, which will determine the redevelopment opportunities both within the Core and the Frame.

The surrounding area of the Core and Frame will be defined as a Residential Precinct proposing to intensify density to permit a range of housing typologies from detached grouped dwellings, terrace housing, walk-up apartments to higher density apartments. Residents within the Residential Precinct will enjoy high levels of access to commercial facilities and services.

This diversity of housing options will support the economic and social vibrancy of the ACP area, ensure a richer demographic mix and provide housing options for a wide range of people enabling them to remain in the community as they move through different stages of their lives.

The proximity of these properties to the Core and Frame area, will enable residents to take advantage of the public transport, local employment, retail, commercial, medical, recreational and entertainment facilities within a 400 metre walkable catchment .

1.3 ACP Themes

The Kardinya ACP is underpinned by 4 key themes which describe the areas that need to be addressed in implementing the above vision. The 4 key themes are urbanism, connectivity, vibrancy and economic growth as outlined below.

Urbanism

With the implementation of in-fill in existing suburbs there has been some resistance to change to typically suburban low-density contexts. As clearly outlined within the City of Melville's Local Planning Strategy, the wider locality will need to change from a suburban to an urban environment over the next few decades and hence mitigating the impact of change on the existing suburban context is an important factor in the success to the implementation of this plan.

Ultimately intensification of the area within direct walkability of the main attractor of activity which has excellent access to public transport, allows for the remainder of the suburban context to remain unchanged which will preserve larger areas of typically low-density housing stock areas.



Connectivity

The Kardinya Activity Centre has strong transportation networks linking the Centre with the broader region, into the surrounding residential areas and other Activity Centres. The Plan will promote increased walkability through the Centre – namely from the Frame into the Core. Providing a critical mass of residential density in key locations will make the existing public transport services more viable in the locality. Over time, with increases to density, the patronage of the public transport servicing the area will increase which will provide the necessary nexus for additional investment in public transport infrastructure in the future (i.e. light rail or dedicated transit lanes).

Vibrancy

The Kardinya Activity Centre will provide a range of uses, at a variety of development intensities with activation throughout the day and into the evening in the Core and Frame of the Centre. The activated spaces, along with excellent building design, will ensure that actual and perceived safety is maximised for residents and visitors. This will be achieved through the concealment of car parking and by providing a more attractive pedestrian environment throughout the Centre.

The connection between the built form, network and land uses mix will create an environment where people can easily interact. The Centre will be highly used by the residents who live within the Activity Centre as well as the wider catchment area. It will become a key hub of activity for the community, where social networks can be developed and social transactions occur, resulting in a more connected and vibrant identity. As the Centre develops into an urban context, so too will economic and community relations, which in turn will deliver social and economic benefits to the locality.

Economic Growth

The Core and Frame of the Centre will contribute towards the daily and weekly shopping needs of the locality as well as providing additional local employment. The ACP will further create opportunities for further investment in the locality by a range of stakeholders through new housing and commercial opportunities.



1.4 Community and Stakeholder Engagement

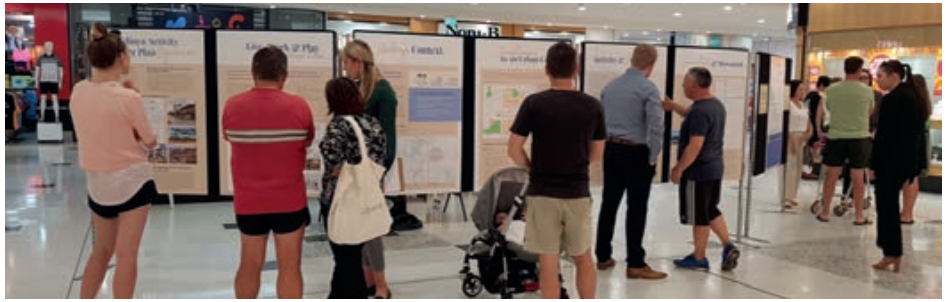
The Kardinya ACP proposes a number of significant changes of how housing, activity and land use may change for the current and future residents of Kardinya and its surrounds. In anticipation of future statutory public consultation, it was identified that early community stakeholder consultation and communications would be critical to the success of the ACP process.

Prior to consultation several technical studies were undertaken as part of catchment investigations, including transport, servicing and infrastructure and retail sustainability. These findings formed the basis of communications distributed via an online community survey, community open house session and other online collateral which is discussed in more detail below.

Extensive preliminary market research in early 2019 including primary and secondary (quantitative and qualitative) was executed by Close at Hand Consultants. Though this focussed on the Centre and its redevelopment, it included questions on the interest in on-site apartments as follows:

- A total of 26% of all respondents indicated that they are interested in buying or renting a residential apartment around a shopping centre, with 8% being 'very interested'. The closer the respondents lived to KPSC the higher their interest.
- 75% were interested in buying, rather than renting (which equals 19% of all respondents), and apartments in a price range between $250,000 and $500,000 were considered most popular (12% of all respondents would be interested).
- Qualitative feedback suggests that the area in general and the location at KPSC in particular are considered ideal for apartments.

The research also modelled and mapped where the Centre's clientele originate; the Centre has a very large catchment that live within walking distance. The research also shaped the DA, and therefore the Centrepiece of the Activity Centre in so far as it confirmed the desire for a true town-centre rather than a shopping centre.



Engagement activities for the Kardinya ACP included:

- Distribution of 5000 flyers to residents living approximately 400m from the shopping centre, as well as distribution within the shopping centre itself;
- Door-knocking of several hundred adjacent residential neighbours to inform them of the next stage of the project, managed by PR company Clint Ford & Associates;
- Developing additional ACP collateral for distribution on the existing project website, https://kardinyapark. news, as a single source of information;
- Produced Frequently Asked Questions for distribution online and in person to community and stakeholders;
- Release of a community online survey capturing the thoughts of 46 people; and
- Hosted a 4-hour community drop-in session, with the project team meeting over 191 shoppers and residents to view ACP plans and ask questions.

Analysis Limitations

One of the challenges identified by the project team was ensuring messaging for the ACP was not confused with the recent Kardinya Park Shopping Centre Development Application (DA). Separate public consultation was conducted by the City of Melville alongside the ACP engagement to encourage formal submissions from community members and stakeholders. Promotion for the public consultation process had also received local media attention and postings via the City of Melville social media. Dedicated ACP information has been available on https://kardinyapark.news/ since January 2020.

Online Community Survey

element prepared and distributed the Kardinya ACP community survey between 23 January and 30 January 2020. The fifteen questions were a combination of qualitative and quantitative and leveraged off findings from technical studies. Participants were provided with background information to consider as they were completing their survey which mirrored that of the open house session displays (see below).

In total 46 responses were received which identified the following key themes below:

- A modest increase of appropriate density within the ACP was generally accepted by respondents. 45% of respondents (17) felt that the proposed densities were appropriate to address issues of urban sprawl, quality of life, access to facilities and/or population growth. A further 26% (10) said they were unsure about the proposed densities.
- Respondents were more likely to accept an increase in height/densities when there was assurance that new builds would be of high quality and not negatively impact existing residential houses in terms of character and traffic movement.
- Leafy green suburbs and a better pedestrian experience is highly valued by respondents. This included more provision for shade (i.e. street trees), seating and safer footpaths. Safe intersection and road crossing were consistently identified as improvements needed within the immediate area when accessing Kardinya Park Shopping Centre.
- When asked what long-term population growth issues are important to them the top response was access to nearby services followed closely by access to frequent public transport. The least important issue was an increase of investment opportunities. Conversely, almost all people who said that investment was very important to them was a current resident of Kardinya.
- Broad concerns and queries about how an increase in density and people living in the area may affect traffic movement, property prices, character and future demographics in the area. Roughly a quarter of respondents expressed concern for an increase in height and densities impacting on the surrounding neighbourhood.
- Public transport was the highest rated mode of transport currently operating within the Kardinya Activity Centre followed by walking, personal vehicle and finally cycling (discounting respondents who said they did not use that mode of transport).

Demographic information collected during the survey revealed the following about respondents:

- Nearly two thirds (62%, 28) of respondents lived in Kardinya at the time of undertaking the survey.
- Survey respondents were most likely to have lived in their current suburb for over 20 years (41%, 19). Of those long-term residents, 74% (14) are currently living in the suburb of Kardinya.
- 80% of respondents considered themselves to live close to the shopping centre. Ten individuals (22%) said they lived within the 400m radius of the shopping centre.
- Most respondents (70%, 32) said that this was the first time they had engaged with either the redevelopment project or the ACP at the time of undertaking the survey. 11 individuals had engaged with the project team back in November 2019.

Community Open House

The project team hosted a Community Drop In session on the evening of Thursday 23 January 2020 from 3pm – 7pm. The session was hosted at Kardinya Park Shopping Centre in front of Kmart with a number of A0 posters detailing the drivers for the Kardinya Activity Centre Plan, considerations for planning for population growth, proposed R-Code changes, options for medium and medium-high density housing and a call to action for the community to give feedback on the proposed ACP.

In attendance from the project team was the project manager, three planners, an engagement specialist and a PR consultant.

Community members and store owners were invited to 'drop in' at any time to view the posters, speak with a member of the project team, ask questions and pick up a set of FAQ's. In total approximately 191 people visited the project team during the drop-in session.

Conversations with community members highlighted the following sentiments as well as observations from the project team:

- Local community members were readily able to understand the need for considered planning for future housing, activity and land use to address the accepted reality of local population growth;
- The Kardinya Park Shopping Centre, and its potential redevelopment, is a valued asset in the community and any future density increases would be a drawcard for new residents;
- Many people viewed the ACP as a tool to help connect the shopping centre with those living south of South Street through improvements to the pedestrian/cycling links;
- Future medium-high density housing should be affordable, high quality and work well with the surrounding neighbourhood; and
- Some concern regarding the height of apartments closest to Kardinya Park impacting on traffic and current residents, including anti-social behaviour.

Overall it was observed that community members were interested in future plans of the Activity Centre with most appreciating the need for in-depth investigations to accommodate a growing population.

1.5 Land Description

The Kardinya District Centre is a strategic Activity Centre located:

- Approximately 15 kilometres south-west of the Perth Central Business District;
- Approximately 7 kilometres east of Fremantle;
- Approximately 3.5 kilometres west of the Murdoch Train Station; and
- On an important public transport route – South Street – which provides bus services between Fremantle and Murdoch Station.

It is one of eight Activity Centres within (or partially within) the City of Melville. The land tenure is fragmented and under the ownership of many different landowners with approximately 629 residential dwellings within the ACP area.

The Kardinya ACP area has been guided by the performance targets under SPP 4.2 which sets out a 400 metre walkable catchment to define the boundary of the ACP from the Centre point of Kardinya District Centre. However to deliver well-integrated and cohesive streetscape environments, the ACP boundary has slightly been extended to exceed this 400 metre radius. This has also been investigated at the request of the WAPC and the City following preliminary engagement.

The ACP boundary has been defined by a series of overarching design principles to deliver a plan that whilst will transition Kardinya into an urban and active precinct, also recognises the existing sense of place that has existed since the establishment of Kardinya. To ensure, both outcomes are integrated, a high level of investigation has been undertaken to reduce high density and low density interface conflicts. Notwithstanding this, it also needs to be recognised the strategic position of Kardinya, and the current undersupply of housing diversity and amenity for residents, students and the local workforce. In this regard the plan that has been prepared seeks to build on the existing foundation of Kardinya and transition the suburb into the next 30 years of growth and development.

The Central Sub-Regional Planning Framework: towards Perth and Peel @ 3.5 million utilised a 'Core and Frame' approach to help define Activity Centre boundaries. This approach has also been used in this plan. The Core is the main retail/commercial area and the Frame provides for a mixed use residential opportunity. In addition, the surrounding residential precinct will provide a transition in height and density to protect lower density lots' amenity outside of the catchment whilst still allowing for future intensification along major transport routes as outlined in the City's Local Planning Strategy.

The proposed centre boundary is considered appropriate in this context but will be the subject of community consultation as part of the public advertising of the plan.

1.6 SWOT Analysis

Strengths

- Identified 'District Centre' on an important public transport route;
- High frequency public transport connections;
- Commercial uses have high visibility to passing traffic;
- Existing 'attractor' uses including Kardinya Park Shopping Centre, Kardinya Tavern, ALDI, Morris Buzacott Reserve, Alan Edwards Park, North Lake Senior High School, Kardinya Primary School, Fiona Stanley & St John of God Hospitals and Murdoch University;
- Compact geographical area;
- Relatively good parent lot sizes for existing residential lots with parent lots being typically 700 – 800m^2 in area;
- Majority of the surrounding area is single residential with ability for site amalgamation to create larger sites which can be more easily developed;
- Significant amount of older housing stock ready for redevelopment;
- Established street trees and landscaping;
- Majority of area has a relatively good urban structure based on a grid pattern of majority of streets (excluding western side of North Lake Road); and
- Large areas of public open space close-by at Morris Buzacott Reserve and Alan Edwards Park.

Weaknesses

- Older housing stock detracting from the look and feel' of the area;
- Current lack of the amenity and vibrancy for the Activity Centre with limited range of activities and entertainment uses;
- The Core precinct environment is dominated by busy roads and large car parks;
- South Street and North Lake Road act as barriers to movement in north-south and east-west directions (and vice versa) particularly for pedestrians given the deficiencies in the pedestrian environment.
- Car and traffic-dominated environment;
- Poor pedestrian and cycling environments that are perceived to be unsafe and unpleasant;
- The sloping topography impacting on accessibility throughout the Centre;
- Poor universal access (i.e. footpaths, pram ramps, other pedestrian amenities);
- Lack of mature trees and shade over pedestrian footpaths; and
- Poor quality landscaping.



Opportunities

- Under-capitalised and moderately large development sites;
- Potential views to the City skyline from upper storeys due to topography;
- Increasing property values in the vicinity;
- Large area of at-grade shopping centre parking areas;
- Provision of future dedicated bus lanes on South Street to enhance public transport use; and
- Need for housing diversity and housing stock suitable for key workers such as hospital, university and hospitality/retail workers, student housing and elderly.

Threats

- South Street and North Lake Road will remain busy Regional Roads carrying large amounts of traffic (including freight traffic) with noise and dust impacts and limited ability to increase volumes;
- Attracting quality investment into the Centre to ensure high quality built form and development potential is actualised;
- Economic climate may result in an under-development of the Centre with community preference for grouped dwelling developments rather than multiple dwelling developments due to low-socio-economic stigma associated with multiple dwelling developments; and
- Funding for improvements to streetscapes, landscaping and other public realm improvements. The City would need to consider potential capital works projects against long term financial plans and budgets or potentially implement a special area rating to provide for streetscape enhancements.

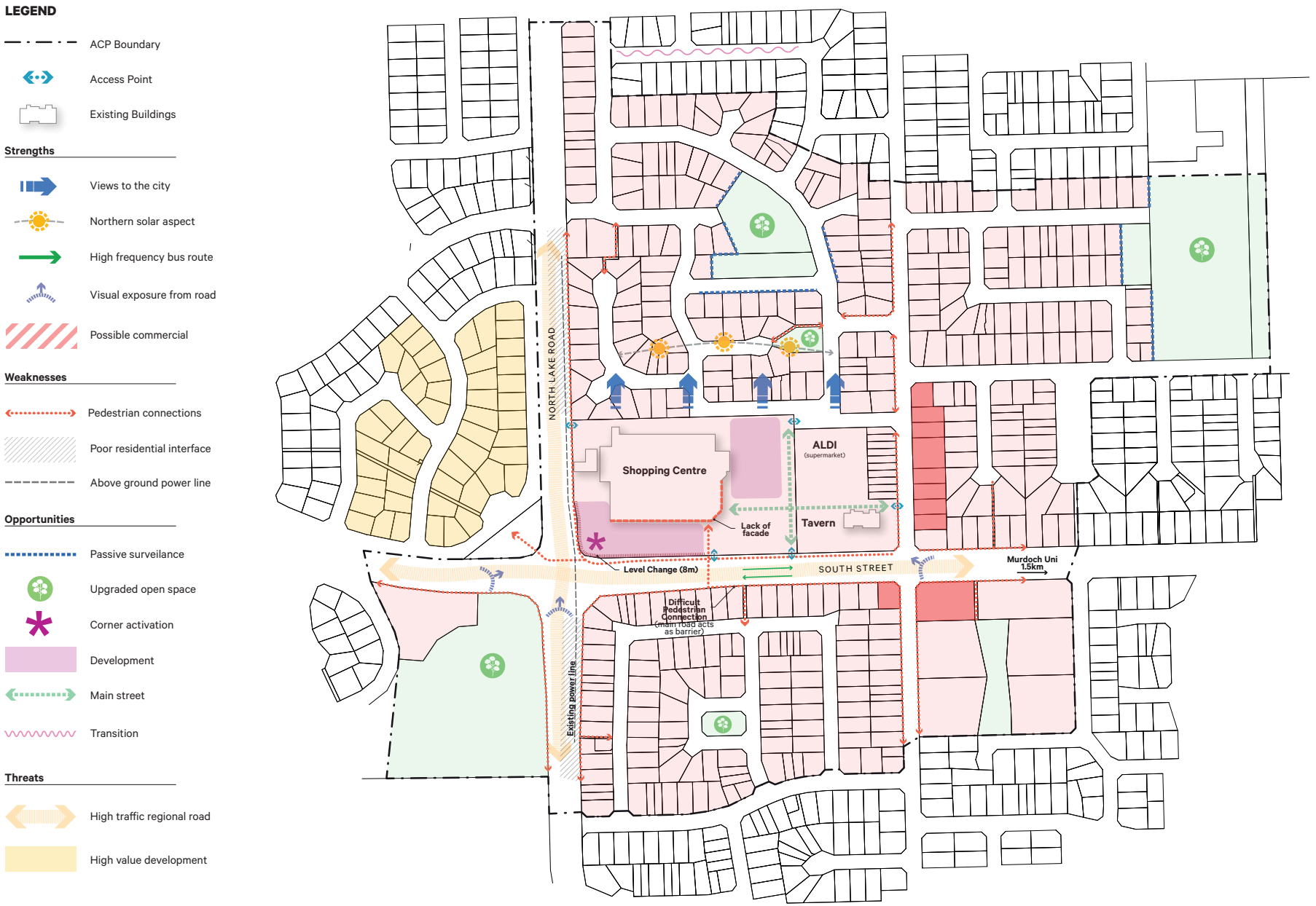


Figure 6. SWOT Analysis

2. Demographic Profile

An analysis of the demographic profile has been provided to support the ACP. The ACP area has been compared to the wider City of Melville local government area and greater Perth region. The demographics have illustrated the following key points:

- The ACP area of Kardinya has a higher median age profile than the greater Perth region. Melville generally has a higher age demographic of which the ACP area is closely aligned to.
- 18-24 age profile is higher than both the wider City of Melville and greater Perth region.
- Group households are higher than both the Melville average and greater Perth region. This is likely attributed to the proximity to Murdoch University.
- The ACP area also has a slightly higher ratio of couples without children.
- Current residents within the ACP boundary, are more inclined to use public transport to get to work.

2.1 Median Age Group Comparison – 2016

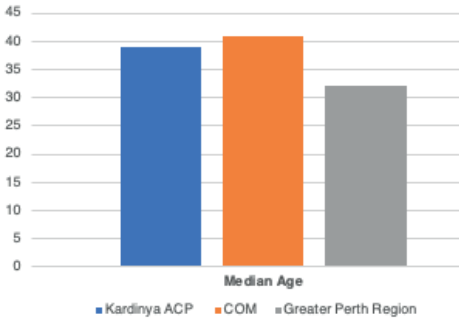


Table 7: Age Group Comparisons – 2016

Median Age	ACP Area	COM	Greater Perth
0-4	5.35%	5%	6.5%
5-11	6.3%	8.3%	9.0%
12-17	5.7%	7.7%	7.2%
18-24	11.8%	9.5%	9.4%
25-34	17.7%	11.5%	15.8%
35-49	17.9%	19.6%	20.9%
50-59	11.6%	13.5%	12.2%
60-69	11.5%	11.8%	9.7%
70-84	9.8%	9.8%	7.5%
85 +	1.9%	3.3%	1.8%

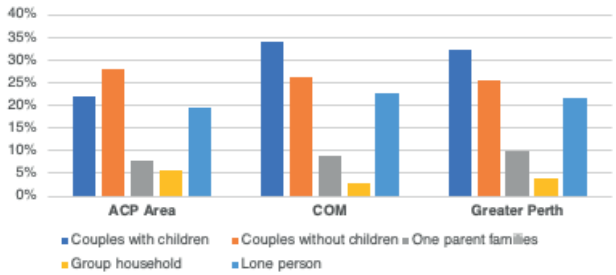


Table 8: Household Type – 2016

Household Type	ACP Area	COM	Greater Perth
Couples with children	22%	33.9%	32.3%
Couples without children	28%	26.2%	25.4%
One parent families	7.9%	9.0%	9.8%
Group household	5.6%	3.0%	3.8%
Lone Person	19.5%	22.5%	21.7%

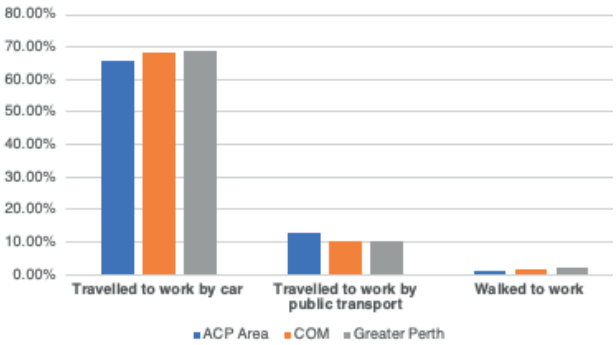


Table 9: Method of Travel to Work – 2016

Method	ACP Area	COM	Greater Perth
Travelled to work by car	68.5%	68.3%	68.7%
Travelled to work by public transport	**12.7%**	**10.2%**	**10.3%**
Walked to work	1.3%	1.6%	2.1%

Notes: All statistics are sourced from .ID Community. COM means City of Melville.

3. Planning Framework

3.1 State Planning Framework

A number of State strategic planning and policy directions have influenced the objectives and resulting provisions of the Kardinya Activity Centre Structure Plan, including the following documents.

Perth and Peel @ 3.5 Million and Central Sub-Regional Planning Framework

Perth and Peel @ 3.5 Million and the associated central sub-regional planning framework provide a high level, spatial vision for accommodating a rapidly expanding population within the Perth and Peel region and recognise the benefits of a more consolidated city whilst also acknowledging the need to provide both in-fill and greenfield development opportunities.

The Central Sub-Regional Planning Framework advocates for greater use of Activity Centres and transport corridors to support a diversity of higher-density accommodation. Activity Centres are identified as being close to transport, jobs and amenities but will need to develop in a way to minimise impact on existing industrial centres and the green network. The Framework applies 10 principles of urban consolidation, which provide the context to planning for infill development, including Kardinya.

The Central sub-regional planning framework identifies the Kardinya Shopping Centre as an Activity Centre with the aim of the Centre to allow more people to live closer to where they work to reduce distances travelled to work as well as to match quality infill with amenity by creating a mix of housing, workplaces, retail and entertainment venues. The framework provides an in-fill target for the whole of the City of Melville of approximately 18,500 dwellings by 2050, focussing on those areas identified for more appropriate infill (i.e. such as Kardinya Activity Centre). This ACP aims to provide 10% of the City of Melville's infill target by facilitating the development of a net dwelling increase of 1,246 dwellings and fulfil one of the key objectives of the central sub-regional framework – to strengthen key employment centres, including Activity Centres to meet the future needs of industry, commerce and the community.

Metropolitan Region Scheme

Under the Metropolitan Region Scheme (MRS) the Activity Centre area is zoned 'Urban' with the exception of South Street (Primary Regional Road reservation) and North Lake Road ('Other' Regional Road reservation). An Urban zoning acknowledges the area is capable of and identified for urban related land uses, such as residential, commercial and retail land uses.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

In 2010, the WAPC released SPP 4.2 which specifies broad planning requirements for activity entre development and renewal. SPP 4.2 focuses on greater diversity in land use, consolidated retail development, quality urban design and walkability.

SPP 4.2 defines an Activity Centre as follows; *"Activity Centres are community focal points. They include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education, and medical services. Activity Centres vary in size and diversity and are designed to be well-serviced by public transport."*

Kardinya Park Shopping Centre is formally recognised as an 'district' Activity Centre and this ACP has been prepared in accordance with the required format and provisions. District centres are defined under SPP 4.2 as follows:

> *"District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchment".*

This ACP has been developed with a diversity of uses and an appropriate distribution of services with respect for the hierarchy of Activity Centre in the wider metropolitan area. This will ensure that the implementation of this ACP does not impact adversely on the operations of other centres.

SPP 4.2 provides residential density targets for each classification of Activity Centres. It is noted that based on these targets the resulting densities have been planned on the premise of achieving the density target of 30 dwellings per hectare within the Kardinya ACP area.

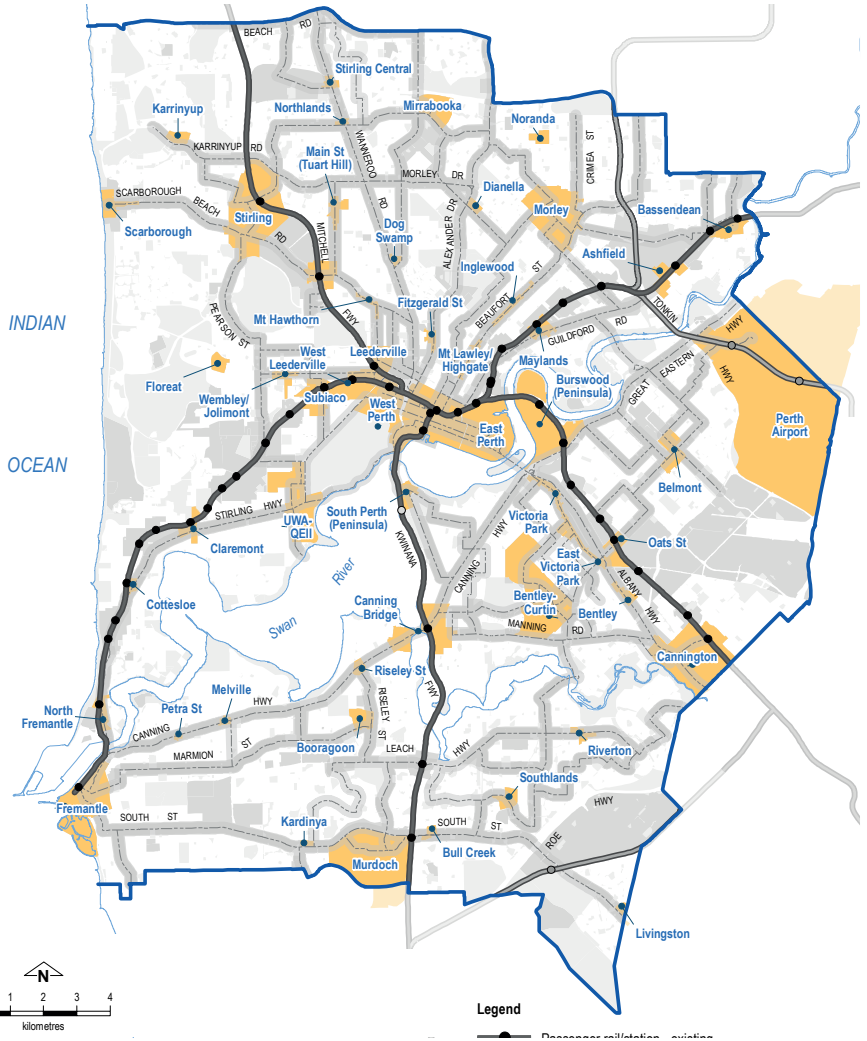


Figure 7. Activity Centre Perth and Peel @ 3.5 Million

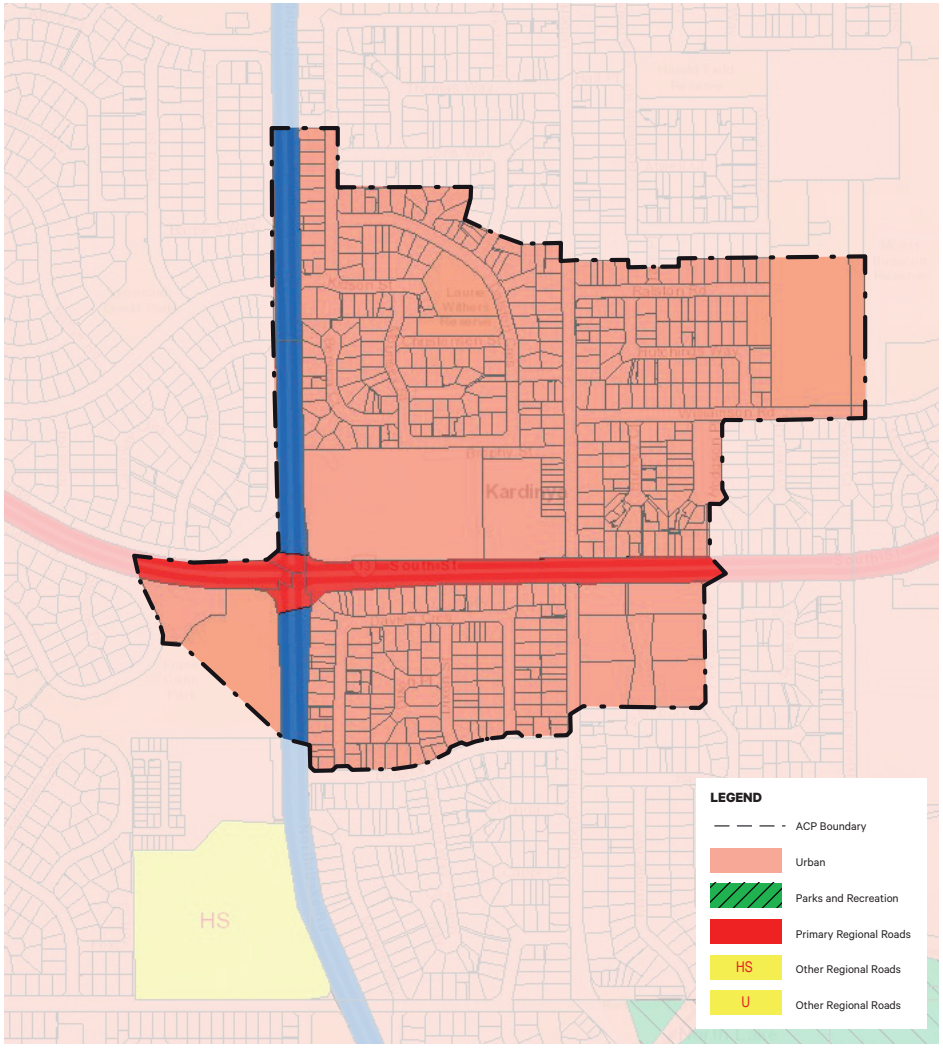


Figure 8. Metropolitan Region Scheme

State Planning Policy 5.4 – Road and Rail Noise

The purpose of State Planning Policy 5.4 (SPP 5.4) is to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

SPP 5.4 seeks to ensure that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of these transport corridors.

Urban consolidation brings challenges when planning for land near high frequency/impact transport corridors. SPP 5.4 aims to ensure acceptable levels of acoustic amenity can be achieved through consideration of interface issues that balances reasonable and practical considerations when noise- sensitive land-use and/or development is proposed in areas impacted by road and rail noise.

The objectives of SPP 5.4 are to:

a) "protect the community from unreasonable levels of transport noise;

b) protect strategic and other significant freight transport corridors from incompatible urban encroachment;

c) ensure transport infrastructure and land-use can mutually exist within urban corridors;

d) ensure that noise impacts are addressed as early as possible in the planning process; and

e) encourage best practice noise mitigation design and construction standards."

South Street is a 'Strategic freight and/or major traffic route' (trigger distance 300m from road carriage way edge) and North Lake Road is an 'Other significant freight/traffic route' (trigger distance 200m of road carriageway edge). Noise sensitive land uses (i.e. residential) which are proposed to increase in intensity (i.e. increased density) within the stipulated trigger distances will need to be assessed against this Policy accordingly which will generally require development to comply with quiet house requirements or other noise mitigation measures as specified within the relevant guidelines applicable to this Policy.

Murdoch Specialised Activity Centre Structure Plan

The Murdoch Specialised Activity Centre Structure Plan (MSACSP) was approved by the WAPC in 2014 and provides high level strategic guidance for the future of the Murdoch Precinct, however, also contains the strategic intent for the broader area surrounding Murdoch which extends to Kardinya.

The structure plan sets out 8 precincts, of which Kardinya is contained within Precinct 8, defined as the Suburban Frame. The Suburban Frame covers an extensive area, that is spread across multiple suburbs which include, Bull Creek, North Lake, Bateman, Leeming and the northern part of Coolbellup.

The Suburban Frame precinct is set out within MSACSP as per the following:

> *"The surrounding residential suburbs largely abut the proposed strategic transit corridor along South Street. They present opportunities to increase densities and improve local convenience retail/ services. Particular support will be applied to the eastern corridor along South Street in the vicinity of Murdoch Station, where public transport journeys can be maximised and where there may be scope for redevelopment of more significant tracts of land for mixed use or high- density residential living. The activity nodes which house the two district shopping centres of Bull Creek and Kardinya present opportunities to evolve into local hubs with a mix of activities and more attractive urban form."*

Kardinya Park Shopping Centre is nominated within MSACSP as an activity node serving the district and neighbourhood catchment, playing a complimentary role to the Murdoch Activity Centre. Whilst the MSACSP core focus is on Murdoch, the Specialist Activity Centre Structure Plan, supports the redevelopment of smaller retail based centres into more diverse places of activity and urban form, of which is consistent with the intent of the proposed redevelopment of the Centre.

MSACSP contains no delineation of Precinct 8 as to how to approach density increases within this nominated area. Given the expansive area that is identified within MSACSP that relates to precinct 8, the ACP has focused densification around the District Centre in accordance with SPP 4.2. It is deemed that the extent of which Precinct 8 extends should be fragmented, and subject to separate investigations, given the high level nature of the document, and limited strategic investigation on the wider frame area that has occurred via this document. Kardinya District Centre and the wider residential catchment surrounding as indicated in Figure 9, has been identified as a low-rise neighbourhood, with an intended height prescription between 2-3 storeys and 6 storeys in certain locations. The height of 2-3 storeys in a 400 metre catchment would not provide the adequate density envisioned under SPP 4.2 for a District Centre. In this regard, a slight increase in building height is required within the immediate vicinity of the District Centre to appropriately deliver density. Notwithstanding this, the heights are mostly consistent with 2-3 storeys particularly around the periphery of the ACP. MSACSP also prescribes for the Kardinya District Centre to achieve a minimum 35 dwelling per hectare. The total area of the District Centre is approximately 6.6ha which would require 231 dwellings to be built within the District Centre to achieve this target. For the purposes of this ACP 200 dwellings have been projected to be built within the Centre Core and Frame, however both sites have the potential to achieve this target.



Figure 9. MSACSP Extract

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)

This document is the WAPC's guiding policy for planning and development of Activity Centres throughout Perth and Peel. The document was released in 2010, and focuses on greater diversity in land use, consolidated retail development, quality urban design and enhancing walkability. SPP 4.2 nominates Kardinya as a District Centre, which is defined as:

> *'District Centres have a greater focus on greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchment.'*

SPP 4.2 further sets out within Table 3 performance targets relating to the walkable catchment, residential density, diversity and floorspace performance targets as well as typical retail development seen within District Centres. The proposed ACP is aligned with the objectives of SPP 4.2, by providing the framework to appropriately coordinate development to meet the performance targets defined within SPP 4.2. This includes increasing the residential catchment to align with the 30 dwellings per hectare desired for District Centres, provide controls that will improve pedestrian circulation to reconnect both sites to become a cohesive District Centre and promote a higher demand and useability for public transport within the Centre.

Part 1 of the ACP also provides clear guidance on the retail floor space capacity for the District Centre, which is essential in understanding the role of the Centre within the hierarchy, but also the projected redevelopment outcomes particularly for the 'Frame'. This has been guided by an RSA prepared by Urbis to ensure the uptake in the projected floorspace, firstly is balanced between the two sites and secondly any future redevelopment will not detrimentally impact surrounding Activity Centres.

The rezoning will also enable a greater concentration of residential development that has been allocated to both sites under the ACP. Whilst Kardinya Park will be largely consumed by commercial floorspace, it enables an opportunity for the adjacent site to accommodate medium - high density residential opportunities anchored by the sites strategic location in close proximity to public transport, large employment hubs and good quality public open spaces. This further reinforces the intent under SPP 4.2 to concentrate residential density in close proximity to public transport and employment generators.

State Planning Policy 7.0 – Design of the Built Environment

Draft SPP7.0 is a State Government initiative to ensure good design is at the Centre of all development in Western Australia. It aims to create cities, towns and neighbourhoods where people want to live, work and socialise, now and long into the future.

This Policy seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State.

This Policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system and provides the overarching framework for a range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.

The application of this Policy is namely in design review for larger development proposals and also new Policy framework. Part one of this ACP has been drafted around the 10 key design principles to ensure good design is at the focus of all new major developments. The design principles are as follows:

- *Context and character – respond to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
- *Landscape quality – recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
- *Built form and scale – ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
- *Functionality and build quality – meet the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle*
- *Sustainability – optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
- *Amenity – provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
- *Legibility – results in buildings and places that are legible with clear connections and easily identifiable elements to help people find their way around.*
- *Safety – optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
- *Community – responds to the local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.*
- *Aesthetics – is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

All commercial, mixed use and apartment development applications will need to be assessed against the 10 design principles by both applicants and the City of Melville Design Review Panel and planning officers.

State Planning Policy 7.3 – Residential Design Codes Vol. 1 and Vol. 2

The implementation of Vol. 2 of the Residential Design Codes in May 2019 has the objective to provide comprehensive basis for the control of residential development throughout Western Australia. This Policy guides the various stakeholders in apartment design and preparing development applications and informs the community on the principles of good design and planning practice for development of residential apartments. This Policy will provide the necessary built form controls for the Kardinya Activity Centre area for mixed-use and multiple dwelling development and guide the preparation of any secondary localised controls required.

The Policy objectives for the planning, governance and development process are to:

- *"Encourage design that is responsive to site, size and geometry of the development site;*
- *To allow variety and diversity of housing choices where it can be demonstrated this better reflects context or scheme objectives;*
- *Ensure clear scope for scheme objectives to influence the assessment of proposals;*
- *Ensure certainty in timely assessment and determination of proposals; and*
- *Ensure certainty in timely assessment and determination of proposals applied consistently across state and local government."*

Grouped and single development will need to be assessed against Vol. 1 of the Residential Design Codes. It should be noted that a scoping paper for medium density development was completed on medium density in mid-2019 appropriately named the 'Missing Middle'. The paper is based on information from the development industry, practitioners and local governments as well as conversations with some smaller scale developers and builders who work in the medium density field. At the time of drafting this report, the project is awaiting WAPC endorsement and has not yet commenced and therefore for the foreseeable future, Vol. 1 and 2 of the R-Codes will apply to medium density development in the ACP area.

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

WAPC Development Control Policy 1.6 (DC1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use. The objectives of DC 1.6 are as follows:

- *"To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car;*
- *To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services;*
- *To encourage balanced public transport patronage along transit corridors by creating places that are destinations as well as points of departure;*
- *To ensure the optimal use of land within transit-oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services;*
- *To ensure that opportunities for transit supportive development are realised, both on public and privately-owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users; and*
- *To promote and facilitate walking and cycling within transit-oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange."*

In addition, DCP 1.6 states:

> *"Higher residential densities and mixed-use development in the walkable catchments of transit facilities have the potential to reduce car dependence; to increase accessibility for those without access to private cars; to reduce congestion on the road network and the demand for new road space; to reduce fuel consumption and air pollution; and to provide quality diverse and affordable forms of housing and development. These benefits combine to produce an attractive and viable alternative to car-based trips."*

The Kardinya ACP acknowledges and incorporates the above strategic direction throughout its various themes.

Liveable Neighbourhoods

Liveable Neighbourhoods (2009) is an operational development control policy and was prepared by the WAPC to implement the objectives of the State Planning Strategy. Liveable Neighbourhoods focuses on promoting walkable mixed-use neighbourhoods where daily needs are within walking distance of most residents and advocates to produce safer, healthier, more sustainable and connected communities. The provisions of this ACP are generally consistent with the objectives of Liveable Neighbourhoods including the following:

- *"To provide for an urban structure of walkable neighbourhoods clustering to form towns of compatible mixed-uses in order to reduce car dependency for access to employment, retail and community facilities;*
- *To ensure active street/land use interfaces with buildings fronting onto streets to improve personal safety through increased surveillance and activity;*
- *To facilitate new development which supports the efficiency of public transport systems and provides safe, direct access to the system for residents;*
- *To facilitate mixed-use urban development which provides for a wide range of living, employment and leisure opportunities capable of adapting over time as the community changes, and which reflects appropriate community standards of health, safety and amenity;*
- *To provide a variety of housing size and type to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services;*
- *To ensure cost-effective and resource-efficient development to promote affordable housing; and*
- *To maximise land efficiency wherever possible".*

It should be noted that Liveable Neighbourhoods is under review by the DPLH under the Stage 2 of Design WA – with the policy to be renamed 'Neighbourhood Design' and released as a new State Planning Policy. A draft has not yet been released for consultation at the time of drafting this ACP.

3.2 Local Planning Framework

Local Commercial Activity Centres Strategy 2013

The City of Melville commissioned a Local Commercial and Activity Centres Strategy (LCACS) in 2013to provide a framework for future development that allows activity to respond to market needs while encouraging positive outcomes for better functioning Activity Centres whilst mitigating impact on existing areas. A key idea in the LCACS, which is also supported SPP4.2, is to better align employment with residential density which is considered to be one of the fundamental building blocks of sustainable urban form. There are a range of potential advantages associated with Activity Centre-based urban form including:

- *"Locating dwellings near daily or weekly destinations such as schools, employment, recreation, services and shops (or close to a low-cost, efficient transport network) effectively reduces the overall cost of housing. This effect has been quantified as the Housing and Transport Index. This may also provide more equitable access to goods and services for residents;*
- *Concentrating destinations at a node or along a corridor facilitates more efficient and less costly servicing via public transport, reducing the dependence of residents on private vehicles while maximising the catchment of potential users;*
- *Concentrating people in smaller areas of land reduces the need to continually expand the boundaries of the urban area, which will in turn reduce the need to use land valuable for habitat, agriculture or other natural resources use or conservation;*
- *Delivery of essential services, such as water, power, communications and waste removal services may be more efficient in an area of higher population density; and*
- *Reduce the consumption of resources, including water, fuel, electricity and building materials."*

The LCAS outlines that the framework for assessment of existing Activity Centres within the City of Melville which is as follows:

- *"Activity Centre functions – assigning if population driven or strategic and outlining if known the aspirations for future functions;*
- *Activity Centre user mix – split of residents, visitors, workers and enterprises;*
- *Activity Centre vision – sets out vision for each Activity Centre to assist in formulation of further planning framework;*
- *Areas of assessment – to guide the outcomes to be encourages and avoided in the formulation of framework (amenity, diversity, activation, access, resource use and economic performance);*
- *Activity Centre goals – assigned to each area of assessment relevant for statutory assessment;*
- *Minimum standards – for development within Activity Centres to achieve vision for the Activity Centre; and*
- *Performance criteria – ideal standard of development to achieve vision for the Activity Centre."*

The above was used in the assessment of the Kardinya Activity Centre for the City's Local Planning Strategy.

City of Melville - Local Planning Strategy

The City's Local Planning Strategy (LPS) was endorsed by the WAPC on 19 January 2016. The LPS has identified that to achieve the aims of Perth and Peel @ 3.5 million, the intensification of the District Centres and use of the potential of public transport nodes and corridors is required. The LPS states that residential developments in the form of mixed use will be encouraged in line with SPP 4.2 to assist in managing/reducing the use of private transport but also encouraging the diversity of housing types in the local areas that are within the vicinity of high levels of amenity (i.e. services).

The City of Melville has six district centres within its boundaries. Many of these centres service a catchment that includes adjoining authorities. A focus of the LPS is to intensify these centres to encourage a better mix of activities including residential in order to consolidate their role as community focal points. Mixed use developments will be encouraged within Activity Centres as a way of intensifying their use. There will also be a trend to reduce the Frame areas around the Centres, 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 the residential densities within walking distance to support retail growth.

The LPS encourages transformation of district centres to fulfil their potential in terms of activity and density as per SPP 4.2. The LPS has namely highlighted these centres as places of opportunity for an increase in residential development to fulfil the in-fill targets set by the central sub-regional framework.

The LPS has also nominated properties along transit routes such as North Lake Road and South Street to be investigated for high density residential development. The LPS does not specifically identify these density targets, and it is understood this investigation into future up-coding is yet to commence to inform the preparation of this ACP. However, the ACP has acknowledged the vision of the City to provide density along these transit corridors and has reflected this vision and intent within the ACP, this will be discussed in further detail within the Urban Form section of the report.

Although the site is designated as a district centre, the City of Melville's Strategy has not identified the Kardinya Activity Centre as a 'strategic development area' within the Strategy. These Strategy areas were identified as they will likely require comprehensive strategic urban planning studies to facilitate the degree of change necessary to effectively achieve an acceptable level of urban density and land use diversity – i.e. potentially more work than that contained within an ACP.

Despite the subject Activity Centre being initially developed under a planning system that has been dominated by access for the private motor vehicle, the Kardinya Activity Centre has excellent access to existing and future public transport and has potential for expansion to facilitate anticipated levels of activity and density as specified with SPP 4.2.

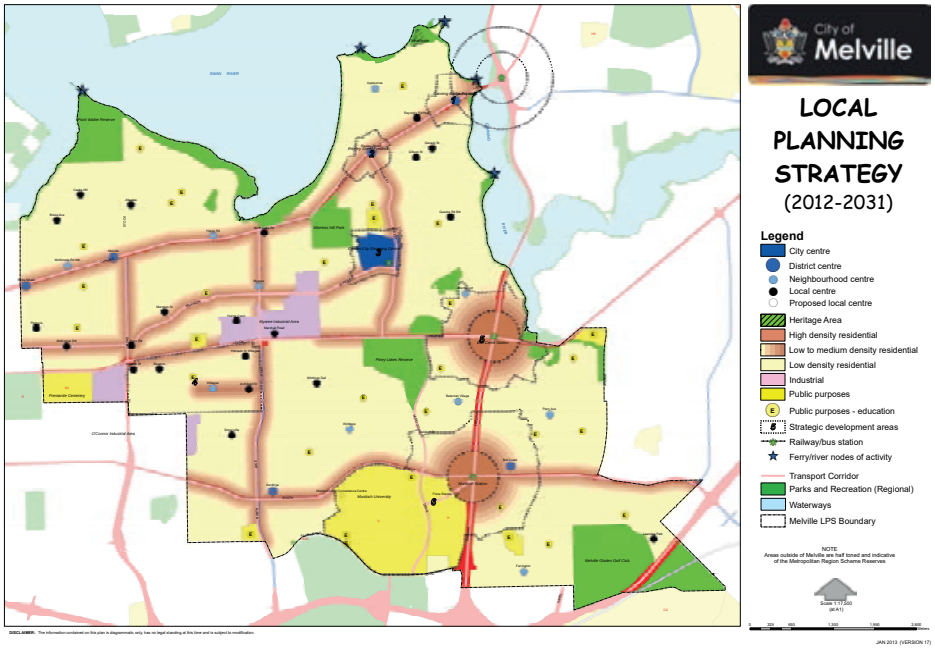


Figure 10. Local Planning Strategy – City of Melville, 2012.

City of Melville – Local Planning Scheme No. 6

LPS6 was Gazetted in May 2016 and provides the statutory planning framework for land use and development within the City of Melville. The Kardinya Activity Centre Plan area contains 'Centre' and 'Residential' zones and local reserves as shown in the figure 11 and 12. The Core and Frame of the Centre is currently zoned 'C3 – Other District Centres' under the City's LPS6 with an allocated residential density of R-AC0. Pursuant to the Scheme, the objective of the 'Centre' C3 zoning is to provide for district centre development focusing on weekly needs and services a wider district catchment for centres with no Activity Centre plan. Further objectives for the Centre zone are as follows:

- "To designate land for future development as a city centre or Activity Centre;
- To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy;
- To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels;
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health welfare and safety of its residents;
- To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality; and
- To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community."

The Scheme further provides specific development provisions for the C3 zoned Centres where an ACP is not provided. However, as this ACP will provide the necessary development controls, a more appropriate zoning for the 'Core' will be C2 which has the objective:

> *"District Centres subject to Activity Centre plans: to provide for District Centre development focusing on weekly needs and services a wider district catchment giving due regard to the relevant Activity Centre plans".*

The Residential Precinct is currently zoned 'Residential' with various densities from R25 up to R80. The objectives of the Residential zone are as follows:

- "To provide for a range of housing and a choice of residential densities to meet the needs of the community;
- To facilitate and encourage high quality design, built form and streetscapes throughout residential areas;
- To provide for a range of non-residential uses, which are compatible with and complementary to residential development to promote sustainable residential development; and
- To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades."

The scheme will need to be amended to reflect the proposed changes to the Centre zone to C2 and the residential density proposed in part one of this ACP accordingly.

Relevant local planning policies

There are a number of local planning policies that will continue to apply to development within the ACP area, including:

- Waste and recyclables collection for multiple dwellings, mixed use developments and non-residential developments;
- Provision of public art in development proposals;
- Energy efficiency in building design;
- Car parking and access;
- Crime prevention through environmental design of buildings;
- Amenity;
- Market uses;
- Flood and security lighting;
- Additional development exemptions;
- Non-residential development;
- Outdoor advertising and signage; and
- Residential development.

However, where there is an inconsistency between an applicable local planning policy and this ACP, this ACP shall prevail to the extent of the inconsistency.

LEGEND

- ACP Boundary
- Centre
- Residential
- Public Open Space
- Primary Regional Roads
- Other Regional Roads
- Local Distributor Road
- A1 — Additional Uses

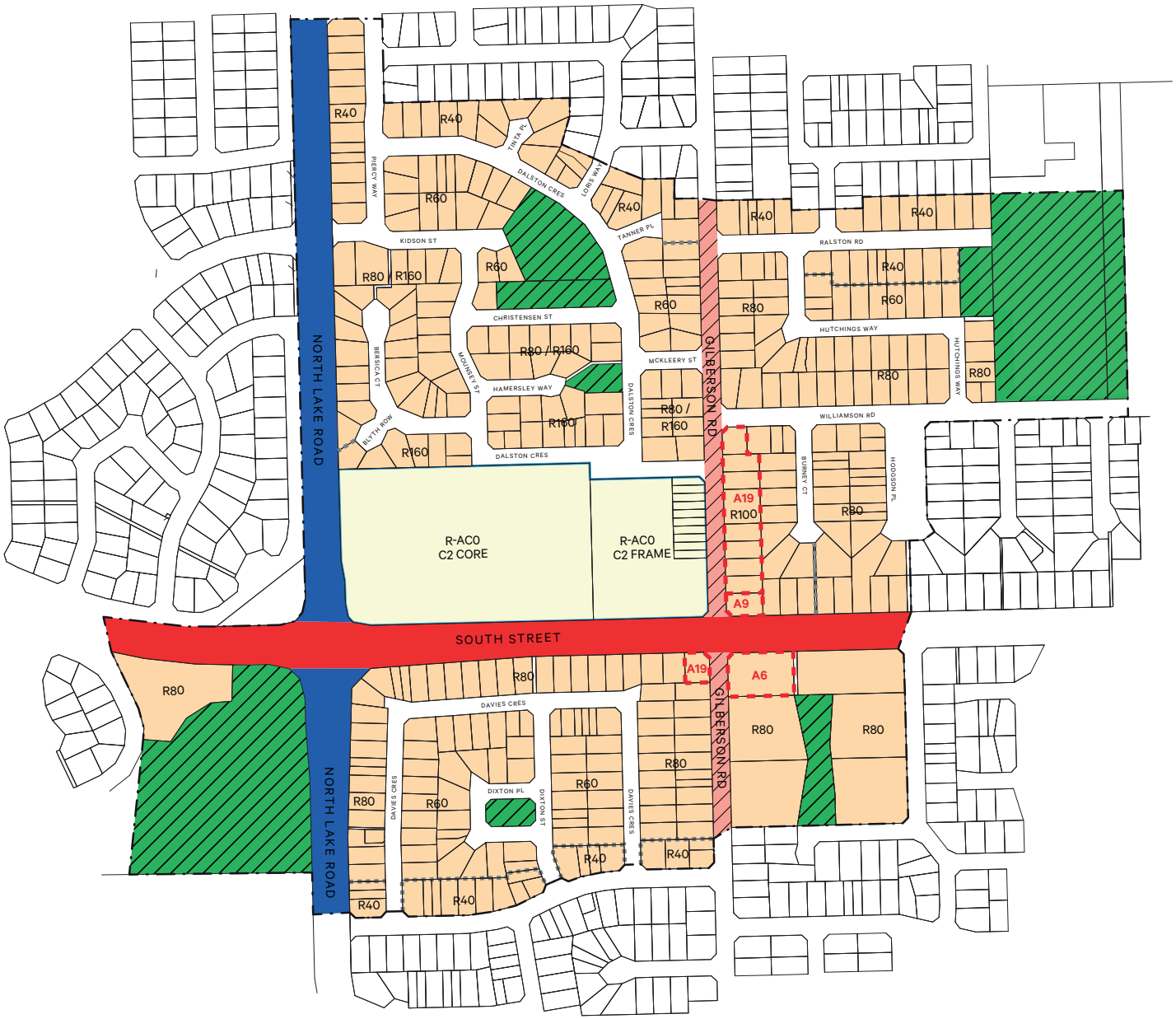


Figure 11. Proposed Scheme Zoning Map

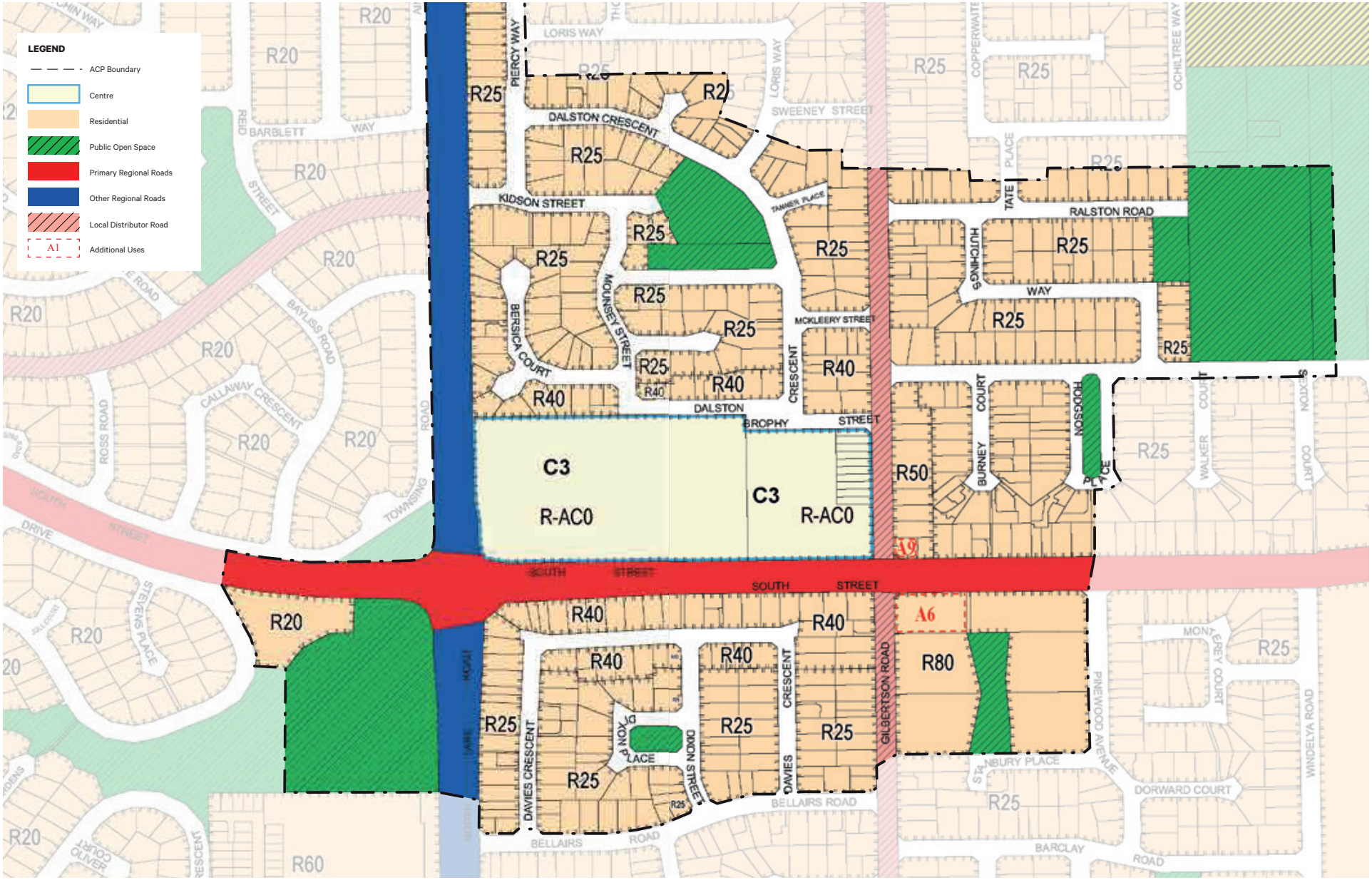


Figure 12. Current City of Melville Local Planning Scheme 6 Zoning Map

4. Centre Context

4.1 Regional and Local Context

The District Centre is generally bound by Dalston Crescent to the north, Le Souef Drive to the north-west, Galaway Crescent and Gillet Drive to the west, Bellairs Road to the south, Harry Patterson Park to the south-east, Burney Court to the east and Hutchings Way to the north-east.

The shopping centre plays an important role as a focal point for the community. The residential typology is namely single detached residential with limited grouped or multiple dwelling development present within the Activity Centre area.

The Centre is also well located within close proximity of a number of attractors such as Morris Buzacott Reserve, Alan Edwards Park, North Lake Senior High School, Kardinya Primary School, Fiona Stanley & St John of God Hospitals and Murdoch University. The Activity Centre is strategically positioned abutting two regional roads, North Lake Road running in a north-south direction and South Street running in an east-west direction which provides excellent connectivity throughout the Centre.

The Activity Centre has the opportunity to be highly connected and well-integrated within the immediate residential catchment as well to the broader regional network, with high frequency bus routes operating along South Street and Gilbertson Road, regional roads servicing the Centre and pedestrian corridors throughout adjoining residential areas. Currently the Core of the Centre has not been designed to optimise this opportunity with poor pedestrian linkages, customer difficultly with access and egress and a lack of recognition the existing site has for existing bus routes that operate along South Street.

4.2 Infrastructure

The ACP seeks to promote more efficient use of public infrastructure and existing local amenity (local and commercial) to achieve a more sustainable urban environment. The service capacity of existing infrastructure to accommodate proposed infill development within the next 30 years has been taken into consideration when planning for the future of the area.

Assessing the implications of the in-fill being provided in the context of the existing infrastructure provision allows for more certainty to servicing agencies in respect to forward planning and the allocation of funding and resources. Pritchard Francis civil engineering consultants have provided an engineering services report of the existing civil infrastructure services within the locality and the capacity of this infrastructure to cater for 1,875 dwellings.

Projection as proposed within the ACP. It should be noted, Prichard Francis conducted their servicing investigation based on 1,856 dwellings, however, upon the amendments to the ACP boundary following feedback from DPLH, an increase in 19 dwellings is projected. Given the minor increase, confirmation from Pritchard Francis confirmed the change in dwellings would not impact the servicing advice from providers, given the level of capacity within the area. Refer to Appendix 3 for servicing report.

Table 10 – Servicing Summary

Sewerage reticulation
• The reticulation infrastructure in the catchment of the subject area can cater for the increased predicted flows; • The Le Suoef Drive pump station that serves the catchment and some down-steam headworks will need to be upgraded in the future; and • In regard to developers requirements as per above there should be no upgrading of reticulation infrastructure, but developers may be required to fund new, relations and/or protection of works depending on the development proposal taking place. The upgrading of the headworks infrastructure will be funded by Water Corporation.
Water reticulation
• Water reticulation does not seem to be a problem. A hydraulic consultant will be required to asses each individual development site in order to size the water and fire connections and review the water pressure and flow within the existing water mains to verify whether pumps and tanks are necessary to support a proposed development.
City of Melville Drainage Infrastructure
• An upgrade to the existing road reserve drainage networks should not be required, and all stormwater networks are appropriately sized to cater for the existing land uses and road reserve widths. An increase to the residential zoning will not impose additional load on the existing stormwater networks.
Gas Supply
• The existing and planned upgrades to gas infrastructure within the Activity Centre plan area will sufficiently accommodate the proposed density increases.
Electrical supply
• The additional load that will be added to the network will be approximately 6.5MVA of design load. Network feeders are designed to cater for 10MVA of actual load and some provision for growth. • In the past when additional load is added to the network at a slower rate, approximately 1.5MWA per year (i.e. in-fill growth), this has been considered load growth and thus any major network reinforcement works that may be required to provide the capacity in the area is covered by Western Power. Based on the overall load profile and probability of a staged in-fill uptake in the area, large network upgrade costs would not be incurred.
Communications
• Kardinya has already been connected to NBN Co broadband under the Brownfields rollout with Fibre to the Node technology; • Developers have two obligations to provide fibre ready pit and pipe and to provide telecommunications infrastructure as is provided for other utilities, for new developments; • Assuming a mix of development by multiple homeowners and land developers the probability of Fibre to the Premises being delivered would increase with decision made on a commercial basis; • South street, North Lake road and Gilbertson Road are well services with large conduit routes, however other local streets are not regarded as fibre ready and cannot support a substantial increase in in cable infrastructure with some streets having asbestos in the telecommunications conduit infrastructure (which will increase costs associated with upgrade. Assuming road reserve are unchanged, telecommunication infrastructure is unlikely to require relocation from redevelopment.

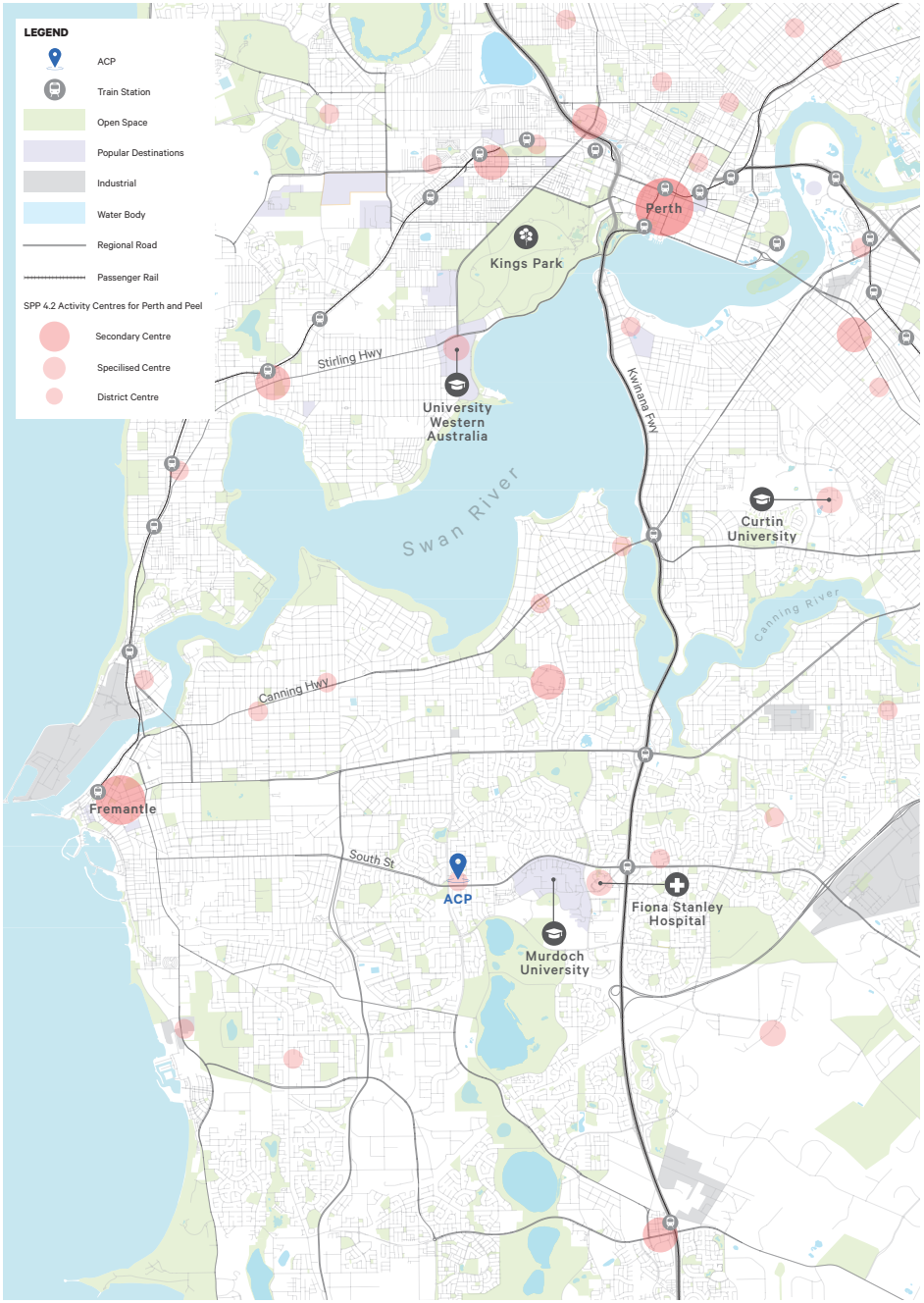


Figure 13. Regional Context

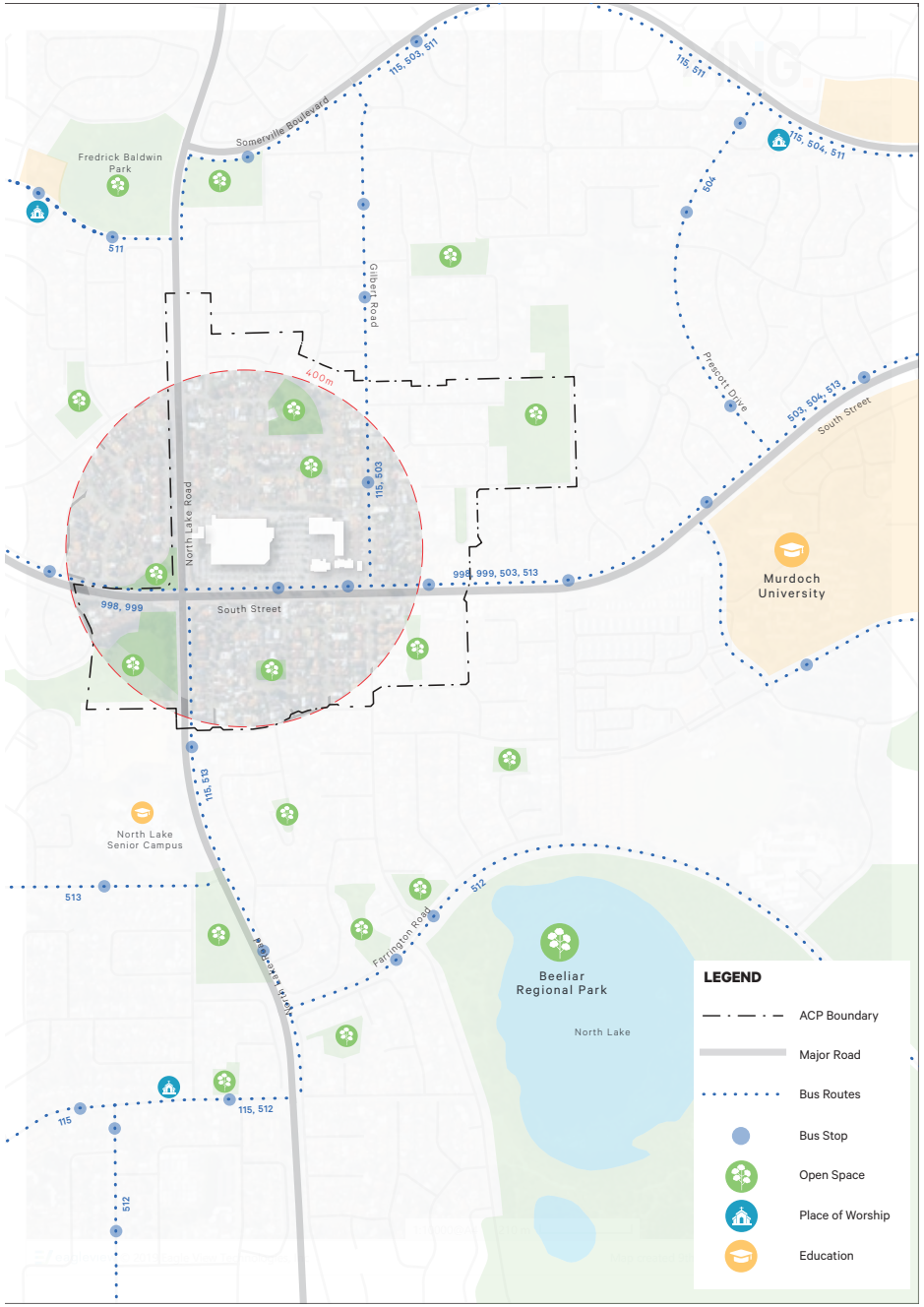


Figure 14. Local Context

Biodiversity and Natural Area Assets

The subject area is an existing urban area. Biodiversity and native habitat are limited to four local reserves, street trees and private gardens which contain a variety of introduced and native species. There are no sites within the subject area that are classified as geomorphic wetlands or bush forever sites.

Acid Sulphate Soils

A desktop search using Department of Water and Environmental Regulation Acid Sulphate Soils online mapping system has determined that there are no medium or high-risk Acid Sulphate Soils within the ACP area.

Site Contamination

A desktop search using Department of Water and Environmental Regulation (DWER) online mapping system has determined that there are no registered contaminated sites within the ACP area. There may be some sites which are contaminated but not listed. If contamination is found, it is required to be reported to DWER.

Heritage

There are no Aboriginal or European State or Local heritage listed buildings or sites within the subject area.

Bushfire hazard

There are no bushfire prone areas as defined by Department of Fire and Emergency Services in the subject area.

Topography

The ACP area has a general fall from the south-west to the north with the north-west precinct having the steepest of falls. The western extent of the precinct has an RL of 49m AHD and the northern extent of the precinct has an RL of 10m AHD to demonstrate the level difference across the area.

Individual sites will need to address the slope across properties in new developments to appropriately manage stormwater and create useable spaces without compromising the streetscape and neighbouring property amenity through the use of extensive retaining.

Groundwater

The ACP area typically consists of sandy soils suitable for urban development due to high permeability and easy ability for excavation.

The Department of Water and Environmental Regulation indicate that the groundwater is likely to be encountered at RL 9.0m AHD in the eastern precinct and reduce down to RL 6.0m AHD in the western precinct of the ACP area. As most of the ACP area is above 10m AHD, the groundwater level will not impact the structural design or stormwater detention solution for these areas.

In the northern precinct, basement structures and stormwater detention will likely be difficult due to the small difference between the ground level and the groundwater level. This will likely manifest in car parking being provided at ground and in mezzanine levels for new developments unless more expensive water proofing and potential pumping of basements is proposed. Concealment of any at-ground or above ground car parking areas is mandated in the R-Codes for apartment and mixed use developments which will ensure good design outcomes will still be required from the outset.

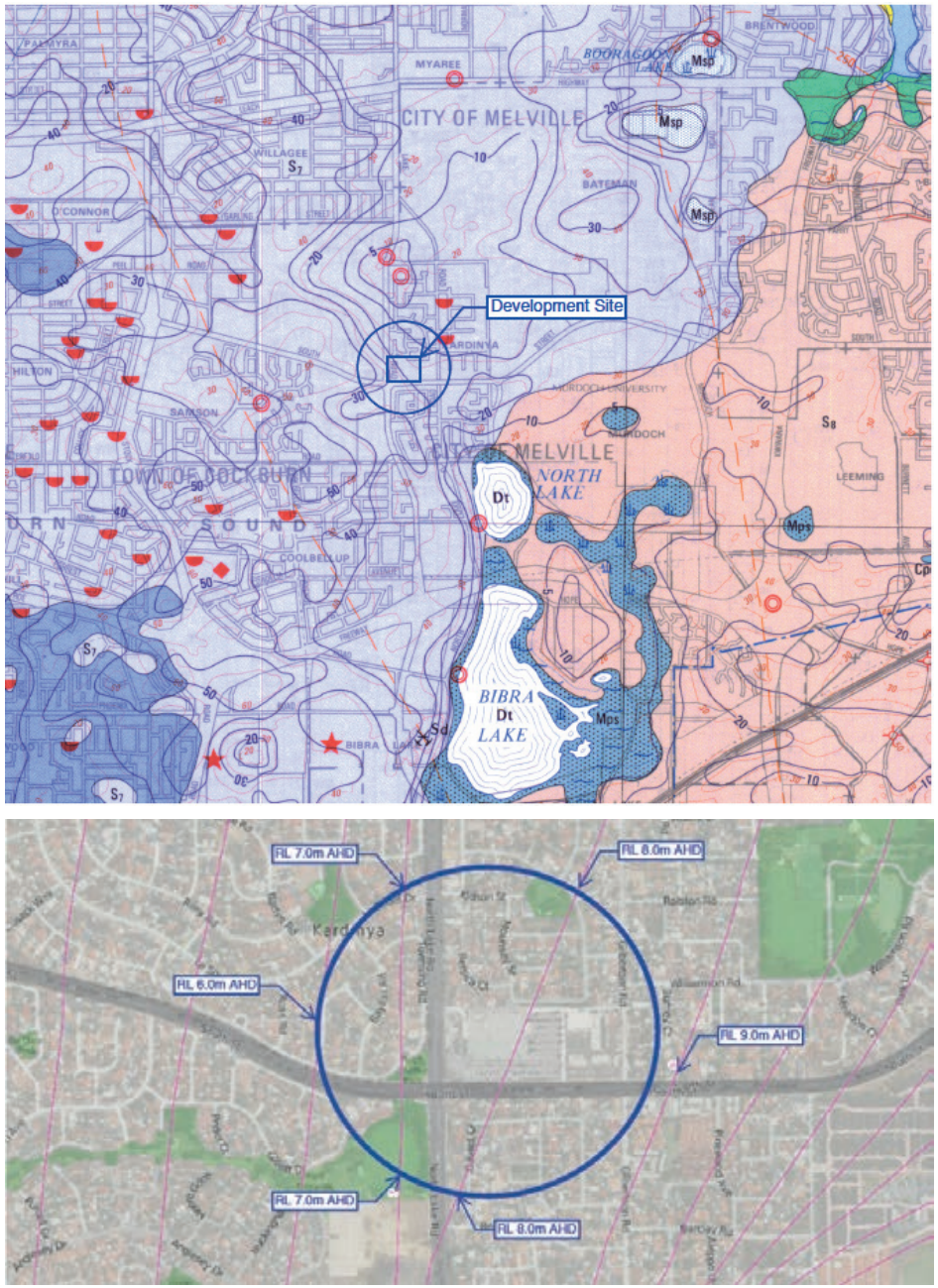


Figure 15. Ground Water Map

5. Movement

5.1 Regional perspective

Kardinya Activity Centre is a well-connected centre from a regional perspective. The site is connected by two regional roads, high frequency bus routes servicing the centre, and the external pedestrian movement throughout the area has opportunities for improvement to make the centre more pedestrian oriented. The movement analysis identifies existing site conditions, traffic generation and distribution, vehicle and pedestrian access points movement, key public transport routes as well as cycling conditions. The Kardinya District Centre is highly accessible with multiple regional roads surrounding the centre and proposed activity centre boundary. The road category can be summarised in the below table:

Table 11: Road Hierarchy

Street Name	MFRH Category (Metropolitan Functional Road Hierarchy)
South Street	Primary Distributor
North Lake Road	Distributor A
Le Souef Drive	Local Distributor
Gilbertson Road	Local Distributor
Petterson Avenue	Local Distributor
Other Roads	Access Road

South Street is a Primary Regional Road Reservation which provides a substantial amount of traffic flow between Fremantle, Kwinana Freeway and the Canning Vale Industrial Area to the east. The road is controlled by Main Roads and has a speed limit of 70km/h and primarily serves traffic movement from an east to west direction, Canning Vale to Fremantle. South Street is designated as "High Priority Public Transport Corridor" and a "Bus Rapid Transit or Light Rail beyond 3.5 million". This would be a 'step up' from High Frequency Public Transport Corridor and suggests that measures such as signal for bus priority, dedicated peak hour bus lanes or bus queue jumps could be employed, or light rail infrastructure being implemented in the future to provide better connections between Fremantle and Murdoch activity centres. North Lake Road is an 'Other Regional Road' reservation and provides for some of the freight traffic from Fremantle to the north of the activity centre site as well as a medium to high portion of general traffic in the locality (with a District Distributor 'A' designation in the road hierarchy). The speed limit for North Lake Road is 70km/h and is the predominant connection from Cockburn Central to Alfred Cove, also servicing the Bibra Lake industrial area as well as Myaree commercial area positioned along Leach Highway.

From a Regional Planning Perspective, the Department of Transport released the Perth Transport Plan for 3.5 million and Beyond in August 2016. Transport @ 3.5 Million is modelled on the WAPC's draft Perth and Peel @ 3.5 Million planning frameworks of where people will live and work. Transport @ 3.5 Million provides a long-term plan to guide development of a strategic, sustainable and robust transport network for Perth and Peel. It describes a future transport network that provides people with more than one viable option for travelling to work, school and shops and for accessing services and recreational activities. The vision for Perth's transport network is to meet the following objectives:

- Optimise use of the existing network and as it grows;
- Integrate with land use and across the public transport, active transport and road networks;
- Deliver high frequency, 'turn up and go' mass rapid transit connected with effective public transport feeder services;
- Provide a safe, connected active transport network of primarily off-road cycleways and walkways; and
- Maintain a free-flowing freeway and arterial road network for the efficient distribution of people and freight.

The plan will guide future investment, planning and policy decisions for the metropolitan transport system, as well as inform local government planning, industry, developers and the community.

Refer to Appendix 2 – Transport Impact Assessment, Cardno



Figure 16. ACP Movement Map

5.2 Public Transport

There are five bus services that operate along South Street and Gilbertson Road. Currently, there are three bus stops located along South Street, two stops that are directly positioned outside the front of the Kardinya Park Shopping Centre, and a third located on the opposite side of South Street. The bus Routes 115, 513 and circle Route 999/998 all operate along South Street. Route 115 operates from Elizabeth Quay Bus Station and finishes at Hamilton Hill, Route 513 services Murdoch Station through to Fremantle and the circular Route 999/998 services the inner-metro area of Perth, completing a clockwise bus service, as far south as Murdoch and as far north as Stirling. All three of these services are considered high frequency bus routes during Monday to Friday. There is a fifth bus service Route 503 which predominantly services Murdoch Station to Bull Creek Station, this service is more infrequent being a more localised bus service. A summary of the bus service frequency is provided below:

Table 12: Bus Services Frequency

Route	Weekday Peak	Weekday Off Peak	Weekend
999	5 – 10 mins	15 mins	15 – 30 mins
998	5 – 10 mins	15 mins	15 – 30 mins
115	15 mins	20 – 30 mins	30 mins
503	10 – 15 mins	20 – 40 mins	N/A
513	15 mins	20 – 30 mins	60 mins

The transport impact statement prepared by Cardno provides a list of short, medium and long term strategies to help improve the public transport services for Kardinya. These modifications will be summarised in detail at the end of the Movement Section.

5.3 Pedestrian Movement

As Kardinya's population grows within the ACP area, there will be more emphasis on providing high - quality and safe pedestrian and cycling infrastructure to encourage greater shift's to these modes of transportation as well as accessing public transport.

The Activity Centre is divided by a number of sections by South Street, North Lake Road and Gilbertson Road creating both physical and psychological barriers (i.e. deemed too difficult to cross). There are two sets of traffic lights along South Street at the intersections with Gilbertson Road and North Lake Road.

Crossing South Street and North Lake Road is currently not inviting for pedestrians as there is significant priority for vehicles and a high-speed environment (70kmp/h). The surrounding residential areas have five (5) pedestrian access walkways (PAWs) that provide pedestrians access along Major Road throughout the Centre. Although these PAWs improve the pedestrian connectivity, these pedestrian accessways are not inviting in nature (see images below).


Brophy Street to Dalston Crescent – Facing North


Dalston Crescent to Brophy Street – Facing South


South Street to Davies Road PAW – Facing South

Along North Lake Road, South Street and Gilbertson Road footpath's have been provided with adequate width and condition. However, existing bus stops along South Street and Gilbertson Road often require public transport commuters to walk across intersections and into environments that are car dominated with no pedestrian right of way, which is unsafe and not convenient for commuters.

The pedestrian experience is very poor in local streets with a lack of footpaths provided throughout the locality. This along with a lack of shade from street trees or building interface pacifies pedestrian movement throughout the ACP area. The pedestrian experience is proposed to be improved by the future redevelopment of the Kardinya Park Shopping Centre through improvements in pedestrian connections to existing footpaths in the area, bringing the building to the edges of the site to remove the need for pedestrians to walk through car parking areas and removal of topographical constraints through new buildings fitting into the existing topography.

There is also a new main street proposed as part of the shopping centre development between the Centre zone (Lot 17) and the Frame (Lot 31) which will provide further pedestrian connections in a north-south direction through the very centre of activity. Further improvements such as additional east-west connections through the Frame will further enhance the pedestrian access and experience through these areas.

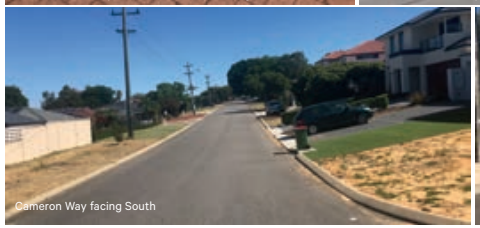
The local road network could be vastly improved with the provision of footpaths. Additionally, both major roads and local road network could benefit from additional shade being provided. These improvements would create pedestrian activity, access and amenity to promote walking as a form of transport and decrease the reliance on private vehicles. To achieve this, the ACP has proposed two key provisions for future infill development to be required to contribute and/or provide. The first provision pertains to footpaths. Footpaths within the local road reserves are extremely limited. The expectation is that at least one side of the road reserve is provided with a pedestrian footpath. In order for this to be achieved, and furthermore coordinated, the ACP is proposing for the applicant to provide a contribution relative to the length of the lot frontage, at half the cost determined by the City. Half the cost has been applied, to ensure that the first developers are not penalised to pay the full cost for one footpath. By requiring half the contribution shares the cost between both sides of the street. The second provision is street trees. Requiring the developer to plant a street tree within the verge is essential to contributing to improving the overall tree canopy of the area. Applicants will be required to maintain the street tree for a period of two years to the satisfaction of the City. Both of these provisions will greatly assist in improving the pedestrian amenity of the area.

Larger infrastructure contributions such as underground power, street lighting etc. could be implemented via the council adopting a special area rating. This would provide a suitable mechanism to deliver these improvements whilst engaging with the community to facilitate these upgrades.


South Street Footpath – Southern side facing West


North Lake Road footpath – eastern side facing South


Gilbertson Road footpath and intersection with South Street – western side facing South


Cameron Way facing South


Bellairs Road facing East

5.4 Cycling

The surrounding road network has predominantly been designed for high volumes of cars and freight vehicles with little to no provision being made for cycling. Whilst the existing footpaths are wide enough for cycling and pedestrians to move cohesively, there is no safe opportunities for cyclists to ride without having conflict with pedestrians / vehicles. There are also multiple path deviations particularly along South Street that require cyclists to give way to cars. This is not ideal, given the volume of traffic along South Street. The Centre itself provides little opportunity for both staff and customers to cycle to the Centre with a lack of cycling infrastructure to support this mode of transport. Bicycle storage is rare with the Centre providing a lack of end of trip facilities.

The cycling and walking network plan provided as part of the Perth and Peel @ 3.5 million Transport Plan shows on-road cycling route improvements along both South Street and off-road improvements along North Lake Road. Due to both of these roads being regional roads, the implementation of these upgrades will require State and local government implementation due to the management/hierarchy of these roads. This plan is also consistent with the City of Melville's Bike Plan 2012. All other cycling paths within the Activity Centre plan area are on-road with low traffic speeds generally preventing conflicts with vehicles. All new developments will be required to provide end of trip facilities and bicycle storage/parking as mandated within existing local planning policy. This will further encourage greater cycling patronage within as well as to and from the ACP area.

5.5 Vehicle Movement – Centre

The current vehicle movement within the Centre Core and Frame can be summarised as being convoluted and in some instances dangerous for both vehicles and pedestrians. A summary of the current vehicle access points can be provided below:

Table 13: Vehicle Access and Egress

Street Reference	Reference	Details of Access / Egress Point	Proposed / Suggested Modifications
North Lake Road	**Access 1**	Left and Right turn access point from North Lake Road. Currently is largely used by service vehicles gaining access to the one-way laneway that runs across the rear of Kardinya Park Shopping Centre. The access point is also used for access to service station. Vehicles can access the car park of the Centre from this point, however, is restricted by the design of service station.	• Proposed to remain and be utilised in a similar manner as currently seen with some slight modifications to improve its functionality. • Re-design the service station and convenience store, to improve safety for customers wanting to access / exit the Centre directly from North Lake Road. • Provide improved two-access access and a clearer segregation for service vehicles and customers.
	Access 2	Right in, left out from North Lake Road. Currently a slip lane is provided along North Lake Road for vehicles turning right. Predominantly used for access to the service station also.	• Proposed to be relocated further away from Access Point 1 to be a left out only onto North Lake Road. This will further assist with the vehicle circulation.
	Access 3	Left out onto North Lake Road. Predominantly utilised for customers coming out of the shopping centre and service station.	• Remove this access point completely. Access 2 will proposed to service the same function as Access 2 currently does. Rationalise this egress point will provide a safer vehicle environment.
South Street	**Access 4**	Left in via a slip lane and right out onto South Street. Currently this access point is the key entry into the main car parking area. Vehicle movement from this ramp can be congested during peak periods, given the run into the car park does not provide enough distance for vehicles to turn left or right once entering the Centre. This can have impacts to queuing to South Street.	• Major changes proposed to Access 4. Access 4 is to be moved further down South Street to avoid banking to the South Street and North Lake Road. • Redesign the ramp to ensure an at-grade entry and egress point. • Extend the slip lane to ensure there is a greater de-acceleration lane for entry into the Centre.
	Access 5	Left in and right in from South Street into ROW. Left out and right in from South Street from ROW also permitted. This access point currently provides a range of vehicle movements, which provides the most flexibility into and out of both the Core and Frame.	• This access point will largely remain consistent with its current operation. Some slight modifications are proposed to improve pedestrian crossing points e.g. pedestrian and pram islands and pedestrian zebra crossing is proposed.
South Street (cont)	**Access 6**	Left in from South Street and right out onto South Street. Provides direct vehicle access into the frame site.	• The crossover Lot 17 from South Street has no slip lane for deceleration and has the potential to be impeded by buses stopping at the existing bus stop. Given the infrequency of use and that it is clearly visible whether the crossover is impeded whereby vehicles can readily access the main street access, no change is proposed to this crossover treatment. • It is also noted that the right turn crossover movement from Lot 17 to Gilbertson Road has the potential to impeded during peak times by queues from the Gilbertson Road / South Street lights. Given the highly functioning nature and accessibility to Brophy Street, no change is proposed to this crossover treatment.
Gilbertson Road	**Access 7**	Two way vehicle movement currently permitted. Both left and right in and out movements are permitted. Provides a secondary access point for the Frame.	• The ACP is proposing to impose an easement in-gross within this east-west connection. The intent of this is to emphasise the importance of this east-west connection throughout the site, as well as create a greater internal road that encourages improved pedestrian movement. In this regard, a 7.5 metre easement in-gross is proposed. It is suggested upon any major development being proposed, that the City has the nexus to impose this easement in-gross to ensure a pedestrian footpath is provided.
	Access 8	Two way access road that provides direct connection to the 'main street' and furthermore acts as connection point to both the Core and Frame. Vehicle access allows direct movement both left and right movements onto Gilbertson Road.	• There are no proposed changes or suggested modifications proposed to the Brophy Street access point. Future signage is intended to be placed in this location to increase the relevance of this access leg, as currently it is underutilised as it provides essential secondary access to the Centre.



Figure 17. Access Reference Map

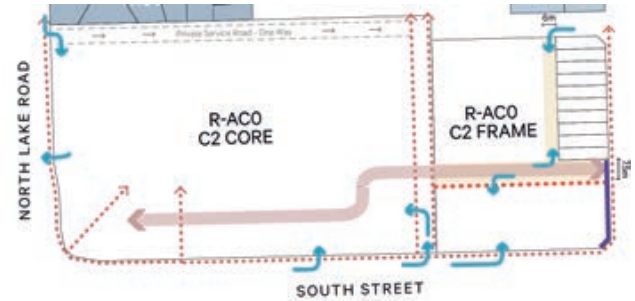


Figure 18. ACP Centre Movement Map

5.6 Parking

Most of the car parking in the area is provided on private land and is therefore the responsibility of landowners and businesses. New development proposals will generally need to comply with the City's local planning policy – car parking and access with these individual developments to ensure that should a shortfall of off-street car parking be proposed there is minimal to no impact outside of the property where the development is proposed. Local road on-street car parking is currently not common/ widespread in the ACP area and therefore car parking restrictions are not in place within these streets – only on major roads to ensure the flow of traffic is maintained. Should car parking be foreshadowed as a problem for a development or a wider issue in the locality, there are a number of methods to address this issue outside of the controls of an ACP. The methods include:

- Requirement of a parking management plan with development applications/approvals to place responsibility for management and enforcement on the developments responsible for potential conflicts become a problem in the locality;
- Provision of on-street car parking restrictions to limit the time in which vehicles can be parked in the locality and areas in which cars can be parked; and
- Provision of parking within the verge areas to provide additional car parking which does not conflict with the flow of traffic. The verge widths of the local roads are approximately 5m and hence are wide enough to provide on-street car parking should the need arise in the future (1.5m footpath and 3m embayment widths).

In terms of overall car parking provision, as the need for parking intensifies and becomes more expensive in the short term, time limited managed parking throughout the locality both off-street and on-street will encourage rationalisation of car trips within as well as to and from the Centre and also encourages a greater use of walking, cycling and public transportation modes of transport.

The TIA prepared by Cardno determined that an applied rate of 5.2 bays per 100sqm for the Centre would be deemed appropriate based on an applied peak period. Therefore as suggest above, internal car parking management would be necessary through a car parking management plan to regulate parking demand within the Core and Frame. Encouraging travel behaviour change by a Travel Smart Plan would also be necessary as reducing full time staff accessing the Centre via private vehicle puts an additional unnecessary demand on the current parking supply.

5.7 Traffic Analysis

The TIA prepared by Cardno, has prepared a detailed traffic project analysis of the signalised intersection performance based on the projected growth within the ACP. A summary of the findings is provided within the table below:

Table 14: Intersection Performance Summary

Intersection	Summary of key Findings and Results	Suggested Modifications and ACP Response
North Lake Road / Access 1	• Overall the intersection performs at a high standard. • Minor delay for the right turn out movement on the existing intersection layout, results in only minor queuing and no impact on the broader network. • However due to the signalised intersection at South Street/North Lake Road, it is expected to perform better than modelled.	The TIA suggests no changes to be made.
South Street and North Lake Road	• The analysis demonstrates there is some deterioration of this intersection during peak periods for the 2031 scenario and the ultimate development scenario. • It is to be noted however, the background traffic projections alone, withstanding the increase in density projected is likely to deteriorate regardless. Therefore, providing density will assist in greater use of public transport demand which will result in a marginal impact on the intersection performance.	The TIA suggests no changes to be made.
South Street / 'Main Street'	• The analysis concludes that the 2031 scenario and the ultimate development projection results in an unsatisfactory performance for this intersection. • However given the substantial changes proposed within the redevelopment plans of Kardinya Park, traffic disruption will be more evenly spread between the 8 access points. Therefore, during 'peak periods' customers will have other means to access the Centre.	The TIA suggests no changes to be made.
South Street / Gilbertson Road	• The analysis concludes that the intersection performance may deteriorate due to the increase in regional traffic. • The TIA projects that the upgraded intersection proposed, may result in further delays, however this could be improved by modifying the signal phasing as demonstrated. • The TIA also concludes that given the predicted lower car dependency the trip generation rate will likely decrease, improving the performance of this intersection. A potential decrease in 60% could occur per household.	• Gilbertson Road will require potential road widening. Part 1 of the ACP has developed provisions for the lots that are affected by this potential land take to compensate landowners affected by this. • Modified signal phasing has also been suggested to be investigated to further improve the performance of this intersection moving towards 2031 and the ultimate development scenario.
Gilbertson Road / Brophy Street	Intersection is expected to perform satisfactorily.	The TIA suggests no changes to be made.
Gilbertson Road / Williamson Road	Intersection is expected to perform satisfactorily.	The TIA suggests no changes to be made.
South Street / Petterson Avenue	• The increase in density would lead to around 30 additional trips in the peak hour. • This increase would likely be less than 10% if existing traffic volumes on Gillett Drive and Petterson Avenue. In accordance with the WAPC Transport Assessment Guidelines, this does not require a separate assessment. • The TIA has accounted for this increase in the South Street background traffic growth for the intersections modelled.	No suggested changes.

5.8 Activity Centre Plan Response – Movement

The ACP aims to reinforce a hierarchy of street networks; upgrades to facilitate better prioritisation of pedestrian and cycle movements and over time devoting less space to private vehicle movements and reduce the visibility of car parking. The following ACP responses are propos

The ACP recommends that ongoing liaison should be had between the City of Melville, Public Transport Authority, Main Roads WA and Department of Transport to implement infrastructure and related initiatives.

Table 15: Movement Implementation

Action	Response	Stakeholder
• Increasing density and mixed-use development in close proximity to the Core and Frame, will encourage walking and cycling within the Kardinya Activity Centre.	This is a medium to longer term projection and is one that requires many stakeholders to deliver. It is essential that sound, well-designed development outcomes are supported by the determining authorities, to achieve the density targets within SPP 4.2.	All
• The 'Core' and 'Frame' shall improve and implement the following infrastructure as the Core and Frame undergo redevelopment: – Creating of two vibrant main street environments. – Enhance pedestrian linkages and accessibility into the Centre. – Provide adequate end-of-trip facilities consistent with the City's local planning policies. – Provide a built-form that encourages safe pedestrian movement and activity. – Implement Travel Smart Plans to aim to reduce car dependency. – Enhance vehicle access and egress both around and within the District Centre. – Improve way finding signage.	This is a short-medium term goal for the site. These principles have shaped the Development Application for the redevelopment of the 'Core' and have provided the foundation for the Frame to replicate. This ACP will greatly assist the City and determining authorities, in providing the mechanism to implement these principles when the Frame redevelops into the future.	Landholders, Local Government, WAPC
Improve the public realm by providing improved footpaths and shade trees.	This a short-medium term goal. The ACP will provide the mechanism to improve the public realm environment as infill development occurs within the ACP.	Landholders, Local Government and WAPC.
Investigate improved public transport service options which include: • Increase in bus frequencies for routes 512 and 115; • Provide safer and more convenient bus shelters/stops. • Investigate a rapid bus route along South Street.	As density increases within Kardinya, the demand for public transport will increase, as well as the reduction of private car usage. In this regard, providing for improved bus services particularly along South Street will be required to be investigated, as the area develops.	Public Transport Authority, Landholders, City of Melville.
Potential road widening for Gilbertson Road to improve intersection performance and modify signal phasing for Gilbertson Road / South Street.	As detailed within the TIA prepared, road widening of the intersection of Gilbertson Road, South Street is required to improve intersection performance. Furthermore, modified traffic signaling as suggested within the TIA should also be investigated.	Main Roads City of Melville

6. Activity

The current performance of City of Melville Activity Centres was assessed in the Local Planning Strategy using a scoring system out of 10 as recommended within the Local Commercial and Activity Centres Strategy (LCACS 2013). This provides an understanding of the current potential for activity within centres and provides a framework to develop future expectations for Activity Centre performance. Kardinya District Activity Centre's economic sustainability performance shows the most obvious weakness is in the intensity of both low residential density and number of jobs. Kardinya has the lowest jobs per hectare of the City of Melville district centres with a score of 3.1 out of 10. In terms of residential density, it performs relatively poorly with a score of 3.0 out of 10.

As stated within the Strategy, Kardinya scored relatively poorly in the mixed-use category with 6.5, indicating that retail is the dominant employment type of the Centre. Similarly, the equitability index at 7.0 is consistent with what would be expected of a mid-sized shopping mall, with limited employment outside of retail, cafes and other food outlets. Both the Intensity and Diversity scores indicate that a greater level of residential density is required to be provided to improve the performance of the District Centre in its role with the Activity Centre hierarchy.

Kardinya's overall score for employment was 4.3. Kardinya has the lowest total amount of jobs of all the District Centres in the City of Melville with a total count of approximately 900 jobs within the Centre. Employment quality was relatively low with 12% strategic employment, equating to a score of 6.5. The shopping centre redevelopment will assist in provision of a number of additional jobs but also the diversity of the jobs provided with a range of additional non-retail uses proposed as part of the redevelopment.

By way of comparison, the Booragoon Secondary Centre has a score of 5.3, Bull Creek has a score of 5.1, Petra Street has a score of 4.8 and Melville has a score of 4.3. This indicates that the Centre is not performing well within the hierarchy with the ACP well placed to deliver improvements in these key areas through increases to residential density, diversification in employment offering and the on-flow effects to the promotion of transport infrastructure provision (see above movement section).

Table 16: Kardinya current performance, Source: Pracys 2013.

Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	3.0	2.0
	Jobs per Hectare	1.0	
Diversity	Mixed Use	6.5	6.8
	Equitability Index	7.0	
Employment	Quantum	2.0	4.3
	Quality	6.5	
Accessibility	Distance from CBD (kms)	4.5	4.3
	Transport infrastructure	4.0	

The ACP identifies three sub-areas being a 'Core', 'Frame' and 'Residential' Precincts. The Core is intended to provide the largest supply of retail floor space, and commercial land uses that will predominantly service the daily and weekly needs of the community.

The Frame is intended to facilitate predominantly providing more specialised commercial spaces, whilst providing a high-density residential development to support the retail offerings within the Core precinct.

The Residential Precinct will provide a range of dwelling types. The density indicated has been aligned to the requirements of SPP 4.2 for a District Centre targeting 30 dwellings per hectare within a 400-metre catchment.

As the zoning of the Core and Frame will need to change to 'C2 – Centre Zone' under LPS6 to reflect the ACP over the area, there is a requirement to assign the land use permissibility within the ACP. A review of the City's Local Planning Scheme zone table shows many of the existing and likely future land uses as either P, D or A land uses within the Centre C3 zone and are appropriate and hence this ACP will adopt land use permissibility's of the C3 zone for the Core and Frame of the ACP.

There is an existing restrictive covenant in place over Lot 17 (Core Precinct) which has the purpose of limiting land use on this lot. This is an outdated methodology to control land uses with modern planning using a Local Planning Scheme to control the permitted and non-permitted land uses within the scheme area. To facilitate the extinguishment of restrictive covenants within the ACP a local planning Scheme Amendment is required as set out within WAPC Planning Bulletin 91/2017. This means that when the Scheme is amended to reflect the new zonings and densities proposed, the restrictive covenant is proposed to be extinguished to ensure that only the Local Planning Scheme controls the land use within the ACP.

6.1 Land Uses Diversity

Kardinya is designated as a District Centre under SPP 4.2 Activity Centres hierarchy. District Centres are fourth highest in the hierarchy, playing an important role providing the daily and weekly needs of residents within the catchment. The hierarchy allocates different levels of community needs, employment growth and a diversity of goods and services to measure the importance of Activity Centres, and its role in servicing the local community. The table below summaries the District Centre performance targets in accordance with SPP 4.2.

Table 17: SPP 4.2: District Centre Targets

Area of Focus	District Centre Targets
Service Population	20,000 – 50,000 people
Walkable Catchment	400 metres
Transport connectivity and accessibility	Bus network
Typical retail development	Discount Department Stores Supermarkets Convenience goods Small scale comparison shopping Personal services Some Speciality shops
Typical office development	District level office development, local professional services
Residential density target (gross ha)	20 (minimum) 30 (ideal)
Diversity performance target – mix of land uses (centre size – shop-retail floor space component)	Above 100,000m^2 – 50% 50,000m^2 – 100,000m^2 – 40% 20,000m^2 – 50,000m^2 – 30%. 10,000m^2 – 20,000m^2 – 20% Less than 10,000m^2 – N/A

Residential Land Use Profile

Currently, the layout of Kardinya maintains a very traditional suburban layout, consisting of a box shopping centre with a small array of speciality tenancies, surrounded by low density housing. The current dwelling per hectare of Kardinya is severely underperforming, when assessed against the criteria of SPP 4.2, at approximately 9.4 dwellings per hectare within a 400m walkable catchment. The surrounding residential profile has seen slight density increases with the gazettal of LPS6 in 2016, with properties located in close proximity to South Street being rezoned to R50. However, the residential character, notwithstanding this density increase has remained as a similar dwelling typology for the majority of the surrounds of the District Centre.

There was however an exception to the dwelling profile, which can be defined by the residential catchment to the west of North Lake Road. This residential profile was extensively different to the housing profile south of South Street, and within the immediate surrounds of the District Centre. Block sizes were generally at a minimum 200m^2 larger on average, housing stock appeared to be much more modern, whether this be via renovation or demolish and rebuilds and the general road layouts and varying topography, provided an additional constraint to redevelopment potential.

In this regard this residential area west of North Lake Road was excluded from being included within the ACP. The remainder of the residential profile clustered, south of South Street and north and east of Kardinya District Centre, maintained a much greater housing profile consistency, providing the ability for the residential area to be grouped into one precinct, rather than being segregated based on built-form or historical profiles. A streetscape audit east of the District Centre has been undertaken within the Urban Form section of this report to outline how and why the ACP boundary was defined as submitted. There are distinctive housing profile changes as the distance from Kardinya District Centre expands. This is discussed further below.

Centre Land Use Profile

The existing District Centre is limited in the diversity in land uses that are provided. This limited diversity of selection and activity has been a key concern from local residents and was raised frequently during the community consultation period. Kardinya Park Shopping Centre is the clear focal point and heart of the District Centre, providing an array of anchor tenancies such as Coles and K-Mart, whilst also providing multiple smaller speciality tenancies. The redevelopment of Kardinya Park Shopping Centre is an effort to address this concern and proposes a multitude of land uses such as health and wellness and entertainment uses to appeal to a wider demographic.

Aside from ALDI the adjacent centre mostly consists of smaller office spaces, consulting rooms, retail and eateries. With the projected density growth within the next 30 years, there remains adequate retail capacity in addition to the proposed retail growth within the DA for the adjacent site to expand. Whilst it is not projected for the adjacent lot to accommodate the level of retail floor space Kardinya Park Shopping Centre generates, it is expected smaller retail and non-retail based tenancies will be provided to meet the vision of a mixed-use District Centre. This has been the key intent behind segregating the Core and Frame within the Centre. The table below summarises the projected retail and non-retail growth that could be accommodated following the build out of the Centre by 2030.

Table 18: Existing Land Use Diversity Table

PLUC Code	Planning Land Use Category (PLUC)	Core Floorspace	Frame Floorspace	PLUC Code	Residential Precinct Floorspace
PRI	Primary/Rural	0	0	PRI	0
MAN	Manufacturing/Processing/Fabrication	0	0	MAN	0
STO	Storage/Distribution	0	750m^2 (archival approval)	STO	0
SER	Service Industry	149m^2	0	SER	0
SHP	Shop/Retail	14,555m^2	1,457m^2	SHP	513m2
RET	Other Retail	200m^2	0	RET	0
OFF	Office/Business	738m^2	2,250m^2	OFF	570m2
HEL	Health/Welfare/Community Services	0	0	HEL	600m2
ENT	Entertainment/Recreational/Cultural	0	0	ENT	0
RES	Residential	0	3,200m^2 (units fronting Gilbertson Road)	RES	0
UTE	Utilities/Communications	0	0	UTE	0
VFA	Vacant Floor Area	0	0	VFA	0
VLA	Vacant Land Area	0	0	VLA	0
Total		**13,776m2**	**7,657m2 (inclusive of residential)**		

Table 19: Floorspace Breakdown:

Precinct	Existing Floorspace Breakdown	Projected 2030 and Beyond
Core	Retail: 13,776m^2	Retail: 22,244m^2 Non Retail: 8,692m^2
Frame	Retail: 1,457m^2 Non Retail: 3,000m^2	Retail: 4,457m^2 Non Retail: 7,000m^2

Based on the retail and non-retail floorspace projections the land use breakdown far exceeds the diversity performance outlined within SPP 4.2 of 30%. 37% of the total commercial floor area will be allocated to non-retail floor space. At the current stage, the non-retail floorspace is unknown of what the make-up of this area will be. However, it is envisioned that a mixture of office and entertainment land uses occupy the District Centre as the density and residential population growth increases over the life cycle of the ACP.

6.2 Land Use Clusters

Within the ACP boundary the land use clusters have defined how the precincts are separated (Core, Frame and Residential). Generally the District Centre contains the majority of the commercial activity shared between the Core and Frame. There are however, some smaller commercial land uses such as a child care centre, office and shop land uses (petrol station and beauty spa) along Gilbertson Road and fronting South Street. To align the ACP to accord with this, additional uses are proposed for properties that directly interface with the Centre along Gilbertson Road as well as including the service station, convenience store and beauty spa. Beyond this, the wider residential area is characterised by low-density residential housing and has no discrete character, hence the grouping of the residential into one precinct within the ACP.

6.3 Retail

The Kardinya District Centre was developed as a suburban 'box' shopping centre but has begun the process to transform into a more diverse Activity Centre with the proposed shopping centre redevelopment. This development application was submitted with a supported Retail Sustainability Assessment to demonstrate the existing capacity to provide additional retail floorspace based on a number of factors.

The City's Local Commercial Activity Centres Strategy (2013) conversely states that the Centre does not have capacity to expand unless there are increases in catchment (through population increase) or significant attractors are provided. This LCACS was prepared and made assumptions based on a number of errors such as including existing non-retail floorspace as retail floorspace, not taking into consideration the daily influx of persons from a wider catchment from surrounding attractors (e.g. Murdoch University, Fiona Stanley Hospital and St John of God's), lack of nearby competing district centres and high accessibility from a regional road network (South Street and North Lake Road). Regardless, the redevelopment of the Kardinya Park Shopping Centre will provide additional attractors through diversification of non-retail offerings and the proposed density increases will provide a population increase to improve the catchment.

The proposed expansion of the Kardinya Park Shopping Centre will provide an anchor for additional density in this location as the level of amenity associated with the expansion will be attractive for investment outside of the Core area. Retail and commercial markets require critical mass. The co-location of a number of retail and entertainment businesses not only lifts the profile of a centre but facilitates the provision of services and amenity that contribute equally to overall amenity, attractiveness and desirability of a centre for development to occur within the residential precinct. This will provide the necessary increase in catchment area.

A Retail Sustainability Assessment has been conducted for the proposed shopping centre expansion with the following key findings of relevance:

- ***Centre Mix:*** *The Kardinya Park District Centre is currently a relatively small centre focussed on convenience food retail, homewares and specialty uses. A review of the floorspace mix compared to centre averages illustrates that the Centre has a relatively low level of floorspace across a range of categories, including food retail, food catering, apparel and homewares, and no mini- majors. The proposed development aligns with these observed gaps. While the composition of out-of-centre retail floorspace is unconfirmed, it is likely to be focussed on additional specialty floorspace that is not strongly represented in the local area.*
- ***Catchment:*** *Kardinya Park's location at the intersection of two major road routes and tenant mix that includes, for instance, the only Kmart between Booragoon and Rockingham supports an expanded catchment – particularly to the south and west where there are limited comparable centres.*
- ***Redevelopment Activity:*** *Re-zoning and state and local government focus on infill development is driving increased development activity and population growth. There are several infill precincts under development such as Kardinya Heights (300 residents), Gallery (250 residents) and the Murdoch Health and Knowledge Precinct. In addition, re-zoning of areas*

surrounding Kardinya Park is supporting small scale sub-divisions and unit development, with forecasts developed for the City of Melville and City of Cockburn indicating population growth of 54% in Willagee, 13% in Kardinya and 61% in Coolbellup. Furthermore, historical population growth and gentrification has seen significantly increased and changing spending patterns which is supporting retail floorspace need at Kardinya Park. Additionally, the Activity Centre plan includes a residential zoning increase on 51ha of residential land that is set to be equivalent to 1,216 dwellings (net of current dwellings).

- ***Worker and Student Population:*** *In addition to the resident catchment, Kardinya Park benefits from proximity to Murdoch University, the Murdoch Health and Knowledge Precinct and numerous service industry and industrial areas (such as Bibra Lake and O'Connor) which accommodate approximately 57,500 jobs.*
- ***Retail Spend:*** *Over the five years to 2023, annual retail expenditure generated by residents in the main trade area is forecast to increase by an average of $14 million p.a. (1.2% p.a.). With population growth forecast to increase after 2023, expenditure is forecast to increase at a rate of $26 million p.a. in the five years to 2028.*
- ***Retail Need:*** *The existing hierarchy has been established for more than four decades and there has been limited expansion of retail floorspace in the area; particularly over the past two decades. Combined with changing spending patterns (e.g. more food and entertainment spending), there is significant forecast growth in floorspace need in the trade area equating to approximately 45,000 sqm of retail floorspace. The proposed development is expected to accommodate a relatively small proportion of this forecast additional need.*
- ***Benefits:*** *The proposed development will partly address this observed retail need and will also include a range of non-shop retail uses that will help activate the Centre day and night. The improved mix and desirability of the Centre will support increased infill development, a revitalisation of the Activity Centre and complement the Murdoch University and Garden City developments. Importantly, the redevelopment will also support a range of additional ongoing employment opportunities (estimated at 785 jobs).*
- ***Retail Turnover Impact:*** *This analysis demonstrates that there will be sufficient market demand to support the proposed scale of additional PLUC 5 (shop retail) uses within the Kardinya Park Shopping Centre without having a significant impact on the sustainability of centres within the Activity Centre hierarchy. The analysis found that the impacts will be moderate and distributed across a range of centres given the proposed expansion predominantly includes retail categories that are not adequately provided by other district and lower order centres in the area.*

Source: Kardinya Activity Centre Retail Sustainability Assessment – Prepared by Urbis for Dato Holdings Pty Ltd dated January 2020.

The LCAS also states that the vision for the future of the Centre should be considered in the context of the role the Centre is playing in meeting local demand for goods and services, and the role it plays in the overall Activity Centre hierarchy. Given the factors listed above from the RSA and the increase in floor space proposed still being within the acceptable limits for a district centre, the Activity Centre will function into the future at a district level without competing with other district centres or disrupting activity levels within nearby Activity Centre of differing hierarchy.

See Appendix 1 for further detail on the suitability of the retail proposed within the locality.

6.4 Community Infrastructure

Much of the community infrastructure for the existing ACP catchment is contained within an agglomeration of community facilities at Morris Buzacott Reserve. This includes an existing bowling club, community centre and sporting facilities (junior football and hockey facilities). It is anticipated that this will service the current and future catchment from a community infrastructure perspective. It is also noted there are multiple surrounding facilities within a 3km radius beyond the immediate ACP catchment such as Lakeside Recreational Centre, Samson Recreation Centre as well as Murdoch University proving a range of sporting and cultural facilities.

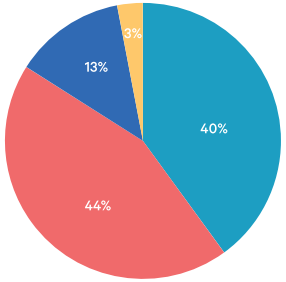
6.5 Employment

Perth and Peel @ 3.5 million central sub-regional framework has identified an overarching vision and key objectives for the economic development in relation to the future growth of the Perth and Peel regions. A key objective of the framework is to improve:

- *"access to a wider range of jobs by providing for an urban environment and dwelling options attractive to a range of workers and consumers;*
- *the relationship between where people live and work, and reduce commuting impacts and the associated costs; and*
- *the distribution of employment across Perth and Peel with a focus on the creation of strategic employment opportunities within the Activity Centres, while maximising use of existing infrastructure, that can complement and support existing regional-level facilities, which will result in the agglomeration of uses."*

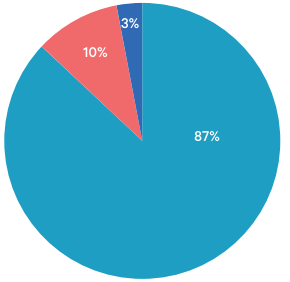
The central sub-regional framework has further objectives to:

- *"encourage and facilitate growth for the purpose of delivering employment opportunities;*
- *create employment opportunities within the local area sub-region which utilises local labour force skills to increase employment self-sufficiency within the local government area; and*
- *cultivate and strengthen relationships with key stakeholders."*



Family Composition – Kardinya

- Couple family without children
- Couple family with children
- One parent family
- Other family



Dwelling Typology (occupy) – Kardinya

- Separate house
- Semi-detached, row or terrace house, townhouse etc
- Flat or apartment
- Other dwelling

As of the 2016 census, there were 4,884 people who reported being in the labour force who live in Kardinya (suburb). Of these 53.8% were employed full time, 34.4% were employed part-time and 7.6% were unemployed which is relatively consistent with the Western Australian averages.

The most common occupations in Kardinya included Professionals 25.8%, Clerical and Administrative Workers 15.1%, Technicians and Trades Workers 13.4%, Managers 11.6%, and Sales Workers 10.4%. The number of professionals in the locality is proportionally higher than the state average of 20.5% with slightly higher family and household income than the Western Australia averages.

Source: ABS 2016

The expansion of the retail, entertainment and commercial functions within the Core of the site will provide further employment opportunities within the locality for not only Kardinya, but also the wider region. As stated within the RSA, there is projected to be an additional 745 jobs to be created as a result of the ACP implementation namely in retail and office/medical and other non-retail activity proposed within the Core Precinct of the ACP area. Implementation namely in retail and office/medical and other non-retail activity proposed within the Core Precinct of the ACP area.

6.6 Dwellings and Population

The main principle of infill development is to facilitate higher densities close to areas of public transport and amenity, including retail and public open space. The ACP increases residential density and encourages multiple dwelling development to enhance the housing choice and relative affordability for all ages within the Activity Centre.

The existing suburb of Kardinya has 86.7% of all occupied dwellings being separate houses with 91% of the separate houses having 3 or 4-bedrooms according to the 2016 census data (note: 9.3% of all dwellings are not occupied). This indicates a distinct lack of diversity of housing stock. When considering the household composition is 40% couples and 13.4% one parent families, Kardinya as a suburb is in definite need for increased diversity of housing stock to cater appropriate for the household mix currently present (ABS, 2016).

Densities are proposed to range from R60 up to R160 outside of the 'Core' and 'Frame' with densities increasing closest to the 'Core'. Inside the Core, the residential density is proposed to be capped by height rather than plot ratio due to the limited area residential development can be built upon due to the existing tenure and site constraints (i.e. existing centre).

Gross hectare is defined as:

> *"the area of zoned land under the region planning scheme i.e. excluding the area reserved for parks and recreation, railways, primary and other regional roads and public purposes".*

The gross area of the Kardinya ACP is approximately 58 hectares, excluding South Street (Primary Regional Road) and North Lake Road (Other Regional Road). The area within the 400m ACP radius to the west of the Core has not been included in the density changes due to the difficulties in pedestrian access to the Core and Frame of the Centre as well as the relatively high quality and age of the housing stock – making redevelopment of this area unlikely. It is also noted within the MSACSP, this area is excluded from being subject to density increases.

The ACP is calculated to provide for 1,875 dwellings which equates to approximately 32 dwellings per gross urban hectare. Within the identified ACP area, there is currently approximately 629 dwellings, equating to 10.8 dwellings per gross hectare.

The calculations are derived from multiplying the land areas by the permitted plot ratio associated with the proposed density codes and dividing this area by an average dwelling size (nominally 80m^2). This dwelling calculation is based on a moderate growth scenario with 50% uptake of redevelopment potential to the full development potential as advocated in within SPP 4.2. The moderate growth scenario also takes into consideration the likelihood of under-development of some of the properties.

The table below provides an estimate of the possible population and yield growth over the next three decades from 2020 – 2050. The table below is assumed on an average and gradual density uptake based on 50% growth of the achievable yield. The residential growth has also assumed that the density uptake is wholly by multiple dwellings determined by plot ratio, rather than grouped dwellings which is determined by site area. However, withstanding this, by applying the 50% density uptake across the identified ACP area, it will take into consideration, the underdevelopment of properties, particularly on the fringes with lots being identified as R40.

Table 20: Total Additional Dwellings

Year	Projected Additional Dwellings
2020-2025	312
2025-2030	624
2030-2035	936
2035-2040	1,248
2040-2045	1,560
2045-2050	1,875

LEGEND

- ACP Boundary
- 4,800m² — Total Area
- 00 — Additional number of dwellings

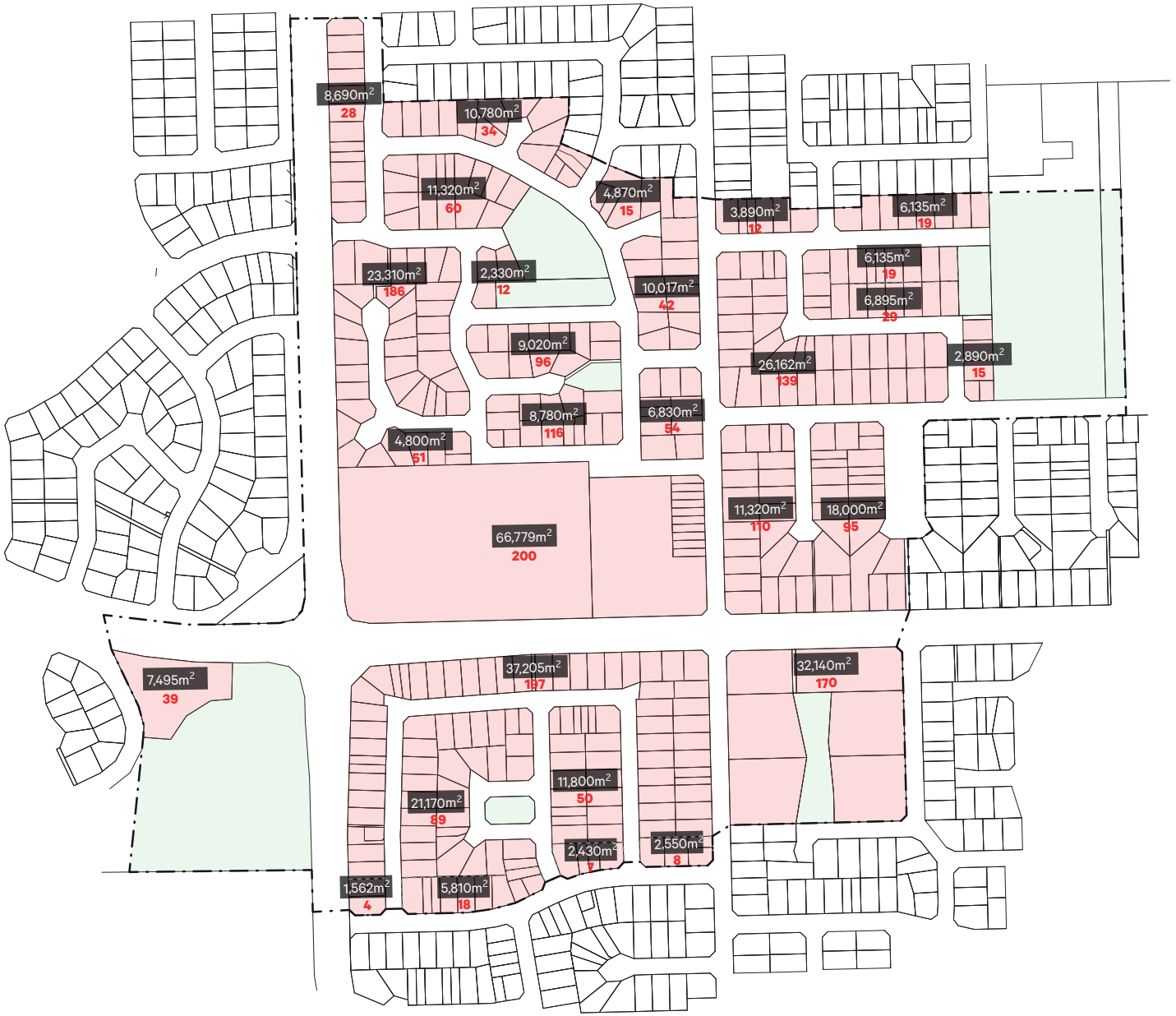


Figure 19. Cell Breakdown Dwelling Projection

7. Urban Form

7.1 Urban Structure, Character, and Built Form

The Perth and Peel @ 3.5 Million Central Sub-Regional Framework identifies South Street as an 'Urban Corridor' as it is also a high-frequency public transit corridor, and is therefore highly suitable for increased residential density, with potential for mixed land uses where appropriate.

In recent years, the concept of urban corridors has been promoted as a way of achieving integrated land use and transport outcomes. Urban corridors provide a connection between train stations and Activity Centres and operate not just as roads for the movement of vehicles or reserves for major infrastructure but provide locations for increased and diversified places for people to live and work, where appropriate. It is important that intensifying development does not adversely impact upon the efficient operation of the local and regional transport network. Maintaining and enhancing the urban amenity is also a key objective when considering areas for intensification.

The predominant building typology in the study areas is detached single dwelling houses (86.7%). There are a number of grouped dwelling sites to the south-east of the Activity Centre area which are less likely to change over time due to land fragmentation (strata titled). Single houses in the study area are predominantly single-storey, with newer residential developments tending towards two-storeys.

Existing retail and commercial buildings are typically internalised or surrounded by car parking to the front and servicing to the rear. The building form varies; however, majority is aging and single storey in nature with poor pedestrian amenity/access to and around these buildings.

The provision of new urban form will need to seek to implement an urban edge and provide higher density housing which is appropriate for the urban corridor context (in terms of residential amenity). The Activity Centre response will seek to create controls which are in line with SPP 7.0 and SPP 4.2 in terms of intensity, function and form.

7.2 Precincts

The precincts have been separated into three key areas, Core, Frame and Residential. A summary of the separation of each precinct is detailed below:

The Core

The Core represents the greatest intensity of commercial activity within the ACP and is the key driver behind sustained economic growth within Kardinya. The Core also provides the function of being the Centre point of activity, connectivity and social interaction. The objectives for the Core area:

- Concentrate non-residential development within the Centre Core.
- Enable the growth of the retail component to allow for a high quality retail experience while maintaining the Centre's district centre role.
- Improve the maturity of the Centre, by promoting a range of commercial, retail and entertainment choices to meet the needs of the locality.
- Encourage uses such as entertainment and hospitality that are likely to extend the period of activity within the Centre.

Existing Built Form, Layout and Structure

The Core, defined as Kardinya Park Shopping Centre contains an existing 'box shopping centre' surrounded by car parking, that is greatly lacking in providing a streetscape presence to the wider public domain along North Lake Road and South Street but also importantly to the Frame. The existing Centre simply has no coordinated structure or layout. The Centre is dominated by exposed car parking areas which consume the site, and customers largely spend the majority of their shopping time within the confinements of the Centre.

Attributing to this lack of building interface, is the approximate 12 metre land fall from North Lake Road to the Frame. This 'hole' the existing Centre is located within provides some extreme site challenges to being able to extend the built form to the public domain.

The land fall also provides some challenging pedestrian and vehicle access issues within the site. Currently safe and convenient pedestrian access along North Lake Road and South Street is non-existent, requiring many pedestrians to enter the Centre via the existing carparking areas with no clear or linear access points into the Centre. Furthermore, vehicle access and movement is also congested and unsafe particularly towards the western end car parking area where the sites topographical constraints have the greatest impact, affecting the useability of the western car parking area.

Ownership and Anchor Tenancies

The Core is held under one ownership. The existing Centre contains multiple smaller tenancies; however the major anchor tenancies are both Coles and K-Mart which occupy the greatest area of floorspace within the Centre.

Heritage, Underutilised Land & Reuse

Kardinya Park Shopping Centre contains no heritage listed buildings. The Centre is largely fully tenanted, with little to no unused building and/or tenancies on-site. Furthermore there are no heritage listed buildings within Kardinya District Centre. Whilst the Centre occupies the majority of the site via either the Centre itself or the car parking areas, it is considered the site is substantially underutilising the land, particularly in regard to the extent of car parking in comparison to the level of occupancy. The preparation of a travel smart plan will assist in lowering the overall car parking rate, along with attracting land uses to the site that that will not require mandatory use of private vehicles such as entertainment and food and beverage land uses.

Opportunities for revitalisation and reuse for the site are expansive both within the immediate future and the longer term. The Core will continue to have a strong commercial presence however is in dire need of land use diversity, particularly with regard to the entertainment, food and beverage options. The Centre itself remains in good condition and any proposed redevelopment schemes will see the Centre remaining, however being expanded to provide a higher level of land use diversity.

Centre Frame

The Frame has been nominated as the supporting site of the Central Core Precinct. The Frame, whilst providing some economic and entertainment opportunities, is limited in its future projections as servicing the community as a central node for commercial activity. The Frame is limited due to the future allowance provided within the RSA for both retail and non-retail floor space and therefore it is considered that the precinct has more of an opportunity to become a mixed use (commercial / residential) precinct rather than a substantial amount of additional retail floor space.

Existing Built Form, Layout and Structure

The Frame, unlike the Core has a more defined urban structure to enable pedestrians to traverse through the site. The Frame is much more accommodating to pedestrian movement, given the fragmentation in buildings enable for improved connectivity between the tenancies. However, the pedestrian environment is lacking in appeal, safety and activity. Many buildings have blank walls and back-of-house to potential pedestrian linkages, there are large amounts of unscreened parking and multiple access and egress points making vehicle movements unsafe and conflict with pedestrians inventible. The Frame also includes 11 dwellings which all have individual crossovers to Gilbertson Road, further creating disruption to traffic movement with no ability to obtain rear vehicle access from the service lane.

The built form of the Frame has no relationship to the wider public domain. Similar to the Core, buildings are setback into the site, and there is a lack of street corner activation to create bookend entry statements, particularly to the corner of Gilbertson Road and South Street. Furthermore, there is a clear divide between the landownership of Kardinya Park Shopping Centre and the adjacent tenancies as there is no connection points between the site. The building typology is all single storey development, with the building stock being of a similar age, with the most recent alteration being the ALDI fit-out.

Ownership and Anchor Tenancies

The major anchor tenancy for the Frame is ALDI with the Kardy Tavern also being reasonably popular given the lack of options for food and beverage within the immediate locality. There are multiple landholders within the Frame with the commercial tenancies all being strata titled. The eleven residential properties fronting Gilbertson Road, are also individually titled further contributing to the fragmentation of the Frame. It is foreseen that this ownership fragmentation will likely impede redevelopment of the Frame for immediate future.

Heritage, Underutilised Land & Reuse

The Frame has no heritage listed buildings that are required to be considered within the ACP. Similar to the Core the existing buildings are considered to be underutilised given the site locations within an urban corridor and furthermore the extent of level of car parking is expansive for the uses provided. It is not considered likely that the existing buildings will be repurposed and incorporated into one whole redevelopment scheme. It is envisioned, that the existing buildings will be demolished, and either the site is sold as one development lot or smaller lots are subdivided to form part of the larger District Centre precinct.

The objectives for the Frame are below:

- Promote mixed use medium and high density building typologies.
- Provide for additional complementary retail floor space and non-retail floor space growth to encourage employment and activity to support the Core retail district.
- Encourage a high quality built form that incentivises pedestrian movement and directly links the Centre Core, Centre Frame and the Residential Precinct through a positive pedestrian experience.
- Promote greater housing density with managed interfaces to surrounding residential areas and transport corridors.



Figure 20. Built Form Imagery

Residential

The Residential precinct has been grouped as one precinct given there is no specific additional controls required based on locational factors to facilitate appropriate development in this precinct. The content of Vol. 2 of the R-Codes (SPP 7.3) requires that apartment development takes into consideration the site and wider context when designing a new development which is further supported by the 10 key design principles as contained within SPP 7.0.

The intended densities have been selected to not only meet the requirements of SPP 4.2 in terms of dwelling per hectare targets for a District Centre (30 dwellings per hectare), but to also ensure transitional building height across the ACP area. This will ensure that building height and massing will be scaled down as the distance from the Core increases and interface appropriately with existing single residential outside the periphery of the ACP boundary. The objectives of the Residential zone are below:

- To offer a diverse range of medium density grouped and multiple dwelling housing opportunities.
- To ensure built form and building height provides for appropriate transition into surrounding existing residential areas.
- To provide a density that will support the viability and vitality of the Centre and will support public transport infrastructure and reduced car use.
- To optimise density around areas of amenity such as POS or the Core and Frame.

Existing Built Form, Layout and Structure

The wider residential area has been grouped as one precinct given there is no large change of character throughout the catchment. Whilst each residential area (north, south, east and west) has been discussed independently, it is considered appropriate to group together as one precinct. The existing built form of the residential catchment is dominated by single and grouped dwellings, often single storey products. Unfortunately the wider catchment has seen limited quality infill developments, which is largely due to the limited density increases restricting the viability of more densely built development products.

The layout of the wider residential area is a combination of cul-de-sac subdivisions that feed out onto larger more traffic centric environments such as Gilbertson and Williamson Road. Pedestrian movement is also limited. There is lack of pedestrian footpaths particularly within the local road network, and existing PAW's which provide pedestrian access to North Lake Road and South Street lack passive surveillance and activation.

Whilst the layout and structure of the residential area is largely already defined, by providing an increase in residential density and improvements to the public realm will enhance how pedestrians traverse throughout the wider residential catchment.

Heritage, Underutilised Land and Reuse

There are no State or local heritage listed buildings within the residential catchment that require special consideration within the ACP. The surrounding residential catchment would necessitate being considered as underutilised. Whilst it is noted the residential density needs to increase, the surrounding residential land is deemed to provide an optimal use of the existing land supply surrounding the Centre.

7.3 Building Envelopes

The building envelope for the Core has been largely shaped by the approved development application, which provides a detailed understanding of the capacity and layout of the Core. Whilst it remains ambiguous how the Frame may choose to develop, the provisions contained in Part 1 of the ACP report, mandate specific heights, setbacks, and retention of internal road connection points, that will help shape the redevelopment of the site.

To assist with this understanding, in conjunction with the approved DA, and building envelope plan has been prepared which indicatively demonstrates the layout of the Frame and how it will feed into the approved Kardinya Park redevelopment. The surrounding residential precinct is not considered to be necessary to include within this plan, given the outcome of these sites will largely be dependent on prospective developers and consistency with the R-Codes.

Refer to Figure 21 – Building Envelope



Figure 21. Building Envelope

7.4 Defining the ACP Boundary

A high level of investigation and analysis was undertaken to how best define the ACP boundary. Whilst SPP 4.2 prescribes a 400m walkable catchment from a District Centre to achieve 30 dwellings per hectare, it was determined that this did not necessarily create the most appropriate streetscapes and building interfaces.

It has also been recognised following input from the City, their desires to increase densities along transit corridors such as South Street and North Lake Road. The current LPS identifies lots fronting South Street and North Lake Road as 'high density residential'. Whilst the LPS does not specifically define the City's expectation of density along the transit corridor it is anticipated a density between R80 – R160 would be appropriate in ensuring that any future up-coding the City undertakes, will align with what is envisioned under this ACP and SPP 7.3 for a 'high density residential' street noting that the height of 4 storeys is considered more acceptable due to the need to transition height down to single residential. This will prevent the need for any future amendments and ensure a consistent approach between the two investigation processes.

A further consideration of defining the ACP boundary was understanding where the boundary finished, particularly for lots fronting transit corridors given the intent under the strategy to create high density environments for the length of these corridors. In this regard, whilst the ACP has recognised the vision under the strategy and fulfils the partial objective under this ACP, it also needs to be noted that the drive behind the ACP was to align with the performance targets of SPP 4.2 to secure the Centres future retail catchment. Therefore, future investigation beyond this retail catchment should be undertaken by the City in isolation to this ACP process to fulfil the City's vision under the strategy, and not at the expense of an individual landowner to investigate.

At the current time, it is unknown when the City will commence their investigation of up-coding properties along the transit corridor, in accordance with their LPS. This level of uncertainty made it essential to investigate the best available locations within the catchment of the ACP to buffer and transition the impacts of higher density environments, to lower density lots to limit intermediate conflicts between building heights and streetscapes whilst future planning occurs.

A detailed analysis was undertaken to limit the impacts of density on properties located outside of the ACP boundary. The analysis prepared below was conducted on the northern, eastern, southern and western residential areas to ascertain how to best define the ACP boundary and transition building height to properties on the periphery. Whilst a key emphasis was placed on ensuring the ACP boundary was guided by the 400 metre walkable catchment, this didn't always provide the best outcome and future interface. In this regard, a detailed site analysis and street audit was conducted to assess, where required, where the ACP boundary should conclude. This analysis looked at site features such as roads, POS and existing PAW's that would assist in buffering and transitional density.

The summary below explores the key characteristics of the following street environments and there level of appropriateness to buffer the transitional density.

1. Eastern Residential Catchment



Burney Court

Located approximately 260 metres east from the Centre point of Kardinya District Centre. Burney Court has an approximate road reservation of 18 metres and has a combination of recently subdivided dwelling typologies, with some colonial style dwellings remaining. Burney Court has a PAW to South Street which is approximately 2m in width. There are some small to medium sized street trees present within the road reserve, however generally tree canopy is low.





Hodgson Place

Located approximately 375 metres east from the Centre point of Kardinya District Centre. The defining characteristic of this street is the centrally located POS within the road reserve. This provides a much larger separation between housing, with a total street width of approximately 44 metres. The centrally located POS within the road reservation provides the opportunity for a higher amount of street trees, further enhancing the separation of the built environment. Whilst located on a cul-de-sac the turning movement of vehicles is much greater than other cul-de-sacs audited. This will allow waste collection much easier in these locations. The housing stock is also mixed, with some recent small subdivisions and builds that have occurred, as well as some existing colonial style housing remaining. Hodgson Place also has the widest PAW out of all of the streets audited with an approximate width of 4 metres.







Walker Court

Located approximately 480 metres from the Centre point of Kardinya District Centre. Walker Court has an approximate road reservation of 18 metres. The housing typology within this street is mixed. There have been some lots that have been subdivided and built on, with some remaining housing. A narrow PAW is also provided connecting Walker Court to South Street. The PAW has an approximate width of 2 metres. The streetscape quality for Walker Court is appealing with high quality street tree amenity being provided.





Sexton Court

Located approximately 600 metres east from the Centre point of Kardinya District Centre. Sexton Court has an approximate road reservation of 20 metres. Out of all of the audited streets, Sexton Court has the most untouched original housing profile, with the exception of one lot being split into two 9.5 metre free-hold lots. The street amenity of Sexton Court is reasonably attractive also. The street is well vegetated by multiple large street trees contributing to the amenity of the area. A 3 metre PAW is also provided from Sexton Court through to South Street.





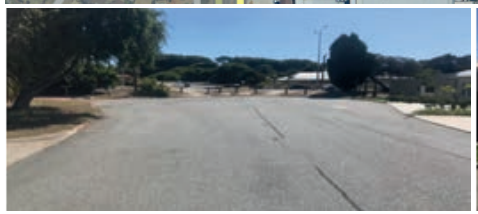
Following the audit being completed, it was clear that the most appropriate street to reduce infill density conflicts between high density and low density environments was Hodgson Place. The two characteristics that lead to this decision was firstly, the substantial road reservation width, being double any of the other road reservations along the transit corridor. Secondly the PAW that is currently provided being 4 metres in width, will further help reduce any future impacts of bulk and scale on directly adjacent residences if development proceeds in the interim of the City undertaking up-coding investigation. This was considered the most appropriate street to both align with the City's LPS, whilst also contribute to improving the retail catchment of the Centre.

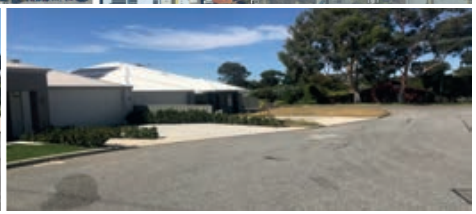
In looking beyond Sexton Court, it was noted as the distance from Kardinya District Centre increased, the housing profile appeared to be more stable. Dwellings within this area were much more established, with limited to no infill development occurring. The profile of the dwellings was also assessed as being slightly more refined and maintained. Withstanding the fact that this area is far beyond the District Centre catchment, from the analysis undertaken it is not considered that this area would be appropriate for higher density housing stock at this current point in time.

It is was also seen there was a large opportunity to increase density in close proximity to Morris Buzacott Reserve. The large area of POS could service a large degree of residents within the catchment and would provide a high-amenity outlook, further incentivising redevelopment opportunities. Lots that were either directly adjacent to the POS or were in a walkable proximity were deemed to be appropriate for medium-higher density zonings.

2. Northern Residential Catchment







The northern residential catchment was largely viewed as the most accessible catchment to the Centre based on the street layout and connectivity to the District Centre. Based on this, the northern catchment is proposed within the greatest level of residential density with R160 and R80/R160 prescribed for lots that are immediately fronting the District Centre. As the distance from the District Centre increases density, and in-turn building height will decrease.

On the fringes of the northern residential catchment, applying a density code of R40 has been deemed acceptable to provide an appropriate interface, whilst not be obstructive to surrounding residential properties. To maintain consistent streetscapes, the R40 density has been stopped mid-block, to preserve the traditional streetscape along Loris Way whilst ensure the lots that front Dalston Crescent interface appropriately with R60 properties. The R40 is proposed to further extend along North Lake Road with the ACP boundary using Piercy Court to separate the R40 density from the adjacent R25 zoned lots.

3. Western Residential Catchment







The majority of the western residential catchment has been excluded from the ACP. This is due to the existing high quality character of this area, as well as the significant level of investment, would make redevelopment limited within this area. Given this it is considered to not be appropriate for rezoning within this area. It is also noted, the western residential area to the Kardinya District Centre was excluded from rezoning under MSACSP. There is also undulating topography within this area, making redevelopment difficult. This particular residential catchment is also more segregated than surrounding residential areas and does not have the same connectively as other analysed areas. There is only one lot that has been included within the ACP, due to the sites strategic location. Currently the site is occupied by two-storey townhouses restricted to retirees. However due to the sites location to Alan Edwards Park, the segregation of the site from surrounding lower density residential properties and the sizeable landholding, there is the strategic opportunity for redevelopment of this site. Notwithstanding this lot, all other western orientated residential properties have been excluded from being included within the ACP.

4. Southern Residential Catchment







The southern residential catchment was investigated thoroughly to determine the suitably for increases in density. The current area has a mixture of R25, R40 and R80 zones throughout the area. There is a combination of dwelling products within the residential catchment, with some recent grouped dwelling developments occurring as well as some older built-strata town house products. Like many of the other residential areas, the key intent was to create appropriate interfacing densities that are of the same or similar nature to create a cohesive streetscape. To align with the LPS, R80 is proposed along South Street and North Lake Road, R60 is proposed internally fronting the POS with an R40 density being positioned along Bellairs Road, to transition to the current R25 zoning.

7.5 Density

The applied density zones have been carefully considered throughout the ACP area. The key principle that has underpinned the zones is to intensify built form within the Core and Frame, and transition building height from the Centre to the periphery of the ACP area. To understand the rationale of the proposed densities the following principles were applied throughout the ACP:

- High density codes are proposed within the immediate vicinity of the District Centre to encourage density in close proximity to local amenities and services.
- Encourage consistent and commensurate streetscapes by imposing R40 density codes on the periphery of the ACP. The application of R40 has been dependant on the streetscape and interface that will be created. The ACP has proposed the R40 density in most instances to stop mid-block to ensure consistent streetscapes, with existing R25 properties. Streets such as Loris Way, Sweeney Street and Ochiltree Way have been applied with this principle to ensure a consistent R25 – R25 interface, with the R40 density code being applied to interface with a similar abutting density code. This ensures the preservation of existing streetscapes on the periphery of the ACP boundary, whilst creating consistent streetscapes for lots that redevelop in the future. It is also noted, that due to the northern orientation of these lots, the mid-block zoning of R40 will have no detrimental impact on the solar orientation of lower coded properties.
- There is one exception to this principle with lots that front Bellairs Road, where the R40 density stops at the road interface rather than mid-block. This has been deemed appropriate in this instance, due to many properties along Bellairs Road have already undergone redevelopment, and in this regard the uptake of the R40 density would not be as prevalent. It is also noted that if an R40 density extended to the adjacent side of Bellairs Road, there would be a greater potential for detrimental impacts to overshadowing given the northern orientation. Finally the interface between R25 and R40 has similar controls by way of street setbacks and building height.
- To support a greater uptake of development capacity, split density codes are proposed as part of the ACP for sites that are most at-risk for poor development outcomes to occur. These lots are typically irregular in shape, have vehicle access restrictions, and currently do not provide high levels of amenity to encourage higher quality medium density products. The larger a property is, the fewer the design limitations such as vehicle access, parking, deep soil zones and utilisation of areas that would have been utilised as setback areas on smaller properties. These efficiencies result in an improved built form outcome and hence should be incentivised through additional height and plot ratio as the negative outcomes can be mitigated on larger sites, more simply than smaller more confined lots. Therefore, a split density code will allow development to a higher density code when land amalgamation has occurred, whilst still allowing some development potential for smaller parcels of land which could provide an alternate housing product (i.e. smaller apartment complexes).
- The application of the R80 density code has been applied as a transitional density code to enable an appropriate interface with both higher density codes (R100) and lower density codes (R60) given the similarity in controls and built form outcomes. There have been some exceptions to this principle where the R80 density abuts a lower density code (R40/R25). Whilst the ACP has aimed to restrict this, there are three instances of where this is considered acceptable:
  - The corner of Ralston Road and Gilbertson Road, where four lots zoned R80 interface with an R40 zone. This was seen as a strategic opportunity to maximise the development outcome particularly as these lots have three street frontages which can be utilised. By applying a high density code, encourages land amalgamation and more appealing redevelopment opportunities.
  - The R40 density along Bellairs Road abutting an R80 density code along North Lake Road and Gilbertson Road. The R80 density code was applied to accord with City's LPS, however was not deemed appropriate to directly interface with R25 lots. Therefore the R40 was applied as a transitional zone.
  - The final instance is five lots fronting Morris Buzacott Reserve, of which an R80 density code has been applied adjacent to a R25 zoned property fronting Williamson Road. The R80 density has been applied, given the interface with the POS. The site represents a strategic redevelopment opportunity which should be maximised through an appropriate density code. The interface with the R25 lot is limited to one property, and given Williamson Road is separating the two zones, there is little impact foreseen from this density change.
- Part 1 of the ACP includes a control within the Residential Precinct to force amalgamation between multiple lots. This has been applied due to the access concerns for lots fronting South Street, having direct access onto this regional road. To prevent this outcome reoccurring, prospective developers/landholders will need to amalgamate their landholdings into parcel sizes as set out within Part 1. The parcel sizes outlined within the ACP have been encouraged given the irregular lot sizes and also to ensure that no lot is left out from the opportunity to remove their vehicle access from South Street. Therefore, the ACP mandates that no further development is supported on these lots unless all land parcels have been acquired and incorporated into the redevelopment scheme. Whilst it is recognised this will be a challenging feat for a developer to coordinate in some instance ten independent landholders given the land fragmentation, it will provide the best outcome for both cul-de-sacs (Burney Court and Hodgson Place) whilst protecting South Street and neighbouring development sites.
- There is only one lot that was included to the west of the District Centre, No.42 Gillett Drive. The lot is proposed to be up-coded from R25 to R80. The site is currently occupied by an existing over 55's facility and contains 12 dwellings. This site represents a key opportunity for redevelopment given the sites position to Alan Edwards Reserve, and interface with South Street. It is considered a density of R80 is appropriate and will provide a high level of flexibility to accommodate future redevelopment opportunities.

The density codes and controls proposed shall appropriately deliver density around the District Centre, that both respects the existing and future streetscapes, as well as segregates incompatible zones to deliver a cohesive infill precinct.

Existing In-fill development product in Kardinya







Intended Density Products





7.6 Building Height

Within the Centre within both Core and Frame and height of 15 storeys has been prescribed, with an additional allowance of 5 storeys for the corner aspects of the site detailed as landmark locations. The key drivers for the height proposed are:

- MSACSP prescribes a minimum 35 dwellings per hectare to be achieved within the District Centre. To be able to deliver this level of density in conjunction with the site maintaining its commercial floorspace, building height is essential to deliver this type of density envisioned under the MSACSP. Based on 35 dwellings per hectare the site would be required to deliver 231 dwellings to meet the minimum. This is a substantial level of dwellings, and the only feasible method of achieving this target is through maximising building height.
- The District Centre is segregated from existing residential properties by the surrounding road network e.g. South Street, North Lake Road, Gilbertson Road and Dalston Crescent / Brophy Street. This makes the site ideal to accommodate building height, given it will have no direct impact on adjacent residents.
- The site is located along a transit corridor that has existing high-frequency bus services, connecting residents to both Murdoch and Bull Creek Station.
- The orientation of the site being located directly north will provide optimal amenity into future residential buildings, whilst limiting the impacts of solar access on adjacent properties given the separation between adjacent sites, particularly to lots South of the Centre.
- Restricting building height to 5 storeys along Gilbertson Road will commensurate with the proposed R100 density code.
- Allowing for an additional 5 storeys on the corner elements of the site, will highlight the entry to the District Centre, and help enhance the architectural features to the public realm.
- The site is strategically located in close proximity to large employment nodes such as Fiona Stanley Hospital and Murdoch University of which there is currently an undersupply of higher density units within the immediate vicinity of the area.

The controls set out within Part 1, prescribe no plot ratio for both the Core and the Frame. The intent behind this, is to allow for flexible redevelopment opportunities that are not confined to a broad plot ratio control. In this regard, the layout of the Frame will be restricted to two halves, as the access will be required to be retained. This automatically defines the footprint of the site, along with the northern portion of the Frame, also being required to retain the north-south internal road connection. In addition, the ten lots fronting Gilbertson Road will further limit the building envelope as these properties are restricted to 5 storeys to accord with the R100 density code on the opposite side of Gilberton Road. It is further noted, the controls prescribed within State Planning Policy 7.3 – Apartments, will further mandate building separation requirements, visual privacy, provision for communal open space etc. are factors which will impact the apartment building. For this site in particular, it is not considered plot ratio to be an accurate guide as to the quality of the residential outcome of this site into the future.

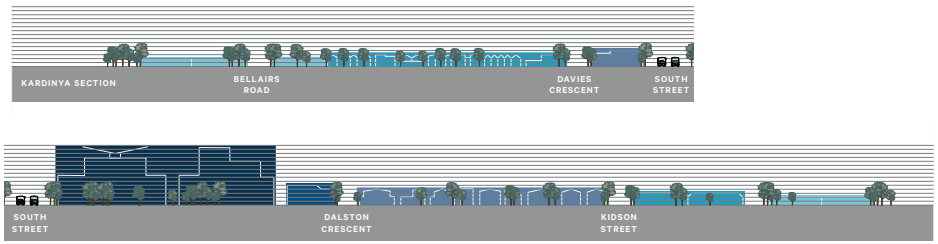


Figure 23. Building Height Cross-Section

7.7 Building Height – Residential

The building height requirements have been prepared to promote high-quality built form outcomes as well as provide densities to encourage appropriate development. Due regard has also been given to lots on the periphery of the ACP area, to ensure potential building heights that border external lots are cognisant of the future interfaces intended under the ACP. The building height for the Residential Precinct will remain in accordance with the R-Codes to reduce the layers of overlapping planning frameworks.

7.8 Street Interface and Setbacks – Centre

The Centre's Core and Frame currently provide a poor interface to surrounding road networks and pedestrian corridors. The focus of mandating frontage typologies is to nominate the type of built form interface relative to the environment both current and future. The existing centre is disconnected, and a large part of this is caused by the large open areas of car parking that segregates the two sites. To improve this interface, concealing exposed ground level car parking areas is vital to improving the amenity of the area. To achieve this, creating a built form interface with the key connections throughout the site is at the core of the ACP. This vision will help transform the District Centre from a car dominated environment, to a more pedestrian centric place supported by a built form, that encourages and facilitates pedestrian activity.

A key objective of this ACP will be to improve the street interface for commercial/retail and newer higher density developments. This can be achieved through extending the built form of the Core of the Centre to the street corners and maximise visual interest and materially with attractive and vibrant building frontages.

The provision of weather protection and pedestrian amenity will also be implemented through the Activity Centre response. Provisions are included to ensure development provides appropriate passive surveillance and interaction with the public realm. A detailed overview of each frontage typology is provided below.

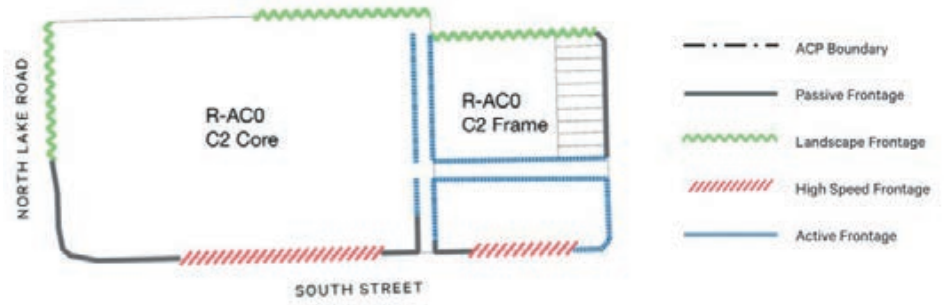


Figure 22. Centre Interface Plan

Active Frontage: This frontage is for highly projected pedestrian environments where a high level of activation and clear visual engagement with the street is required. Built form in these locations shall be developed with nil setbacks, optimal ground floor engagement and centre piece podiums.





Passive Frontage: This frontage type is proposed for areas which are highly visible but do not necessarily accommodate highly active functions. High quality design features are to be provided in facade elements in these locations. Built form in these locations shall be developed with maximum articulation, reduction in building mass directly abutting the street, and high use of awnings to accommodate the pedestrian environment.





Landscaped Frontages: This frontage type is intended to attractively buffer and screen building facades that are restricted in providing a high quality interface such as a servicing areas. It is intended the landscape frontage will provide a combination of screening techniques, both hard and soft features to create interesting and attractive facades that are otherwise left untreated and create an unsightly environment.





High Speed Frontages: This frontage type reflects built form that this experienced from passing vehicles where pedestrian movement is predominantly low. Built form shall incorporate a range of materials, textures, lighting and landscaping to provide visually appealing frontages.





7.9 Street Interface and Setbacks – Residential

The strategic intent for the Residential precinct of the ACP was to allocate densities that are of similar height and setbacks in accordance with DesignWA to create cohesive streetscape environments. Streets that are linear and will into the future have a definite setback line, have been provided with the same density code to ensure the future residential interface is cohesive e.g. Ralston Road.

Table 21: DesignWA Primary Controls

Density Code	Minimum Primary Street Setbacks	Building Height
R40	4m	2
R60	2m	3
R80	2m	4
R100	2m	4
R160	2m	5

7.10 Environment & Amenity Impacts

The ACP will be wholly reliant on the City's scheme to guide incompatible land uses within both the Core, Frame and wider residential area. In this regard, it is not considered necessary for the ACP to develop controls to preserve amenity given land uses will be regulated via the permissibility table.

7.11 Public Spaces

The residential catchment of the Kardinya is already well in excess of POS, with multiple large sporting ovals and smaller community parks located in close proximity to residents. A detailed breakdown is provided below:

- Alan Edwards Reserve (36,000m^2) – Located on the southwest corner of North Lake Road and South Street. Reserve contains a large sporting orientated park which caters for AFL and cricket to the eastern side inclusive of pavilion for sporting clubs. There is also more vegetated open space for light exercise and dog walking provided to the western side of the park along with a playground and seating area. There is a significant level difference to the south of the open space with the open space sitting substantially lower than the properties to the south.
- Morris Buzacott Reserve (38,888m^2) – Located on the eastern boundary of the ACP area. Large sporting oval, with communal family gathering facilities.
- Laurie Withers Reserve (11,646m^2) – Located within the northern residential catchment. Small residential reserve with a playground and seating areas. It is well vegetated with mature trees and surrounded entirely by residential properties.
- Jack O'Keefe Reserve (1,581m^2) – pocket park with mature vegetation, located within the southern residential catchment.
- Harry Patterson Park (4,877m^2) – pocket park, with communal family facilities and playgrounds.

Total: 9.2ha - 15.8% of the total ACP area





The public open space provided within the Activity Centre totals 9.2ha which equates to 15.8% of the total ACP area. This is consistent with the statutory and strategic aim for the Perth metropolitan area. Outside of the Activity Centre area there are other local reserves at Frederick Baldwin Park and Dick Piercy Park within close proximity which offer extensive active and passive recreation opportunities, as well as significant balance area of Morris Buzacott Reserve that is 12ha. In this regard, there is ample POS for the ACP catchment, and therefore any future development approvals will not require POS contributions given the existing over supply within the ACP area.

Whilst traditional POS remains highly important for the growth of a community, the Core and Frame have limited to no public community spaces that combine landscape, recreation and entertainment into one space. Currently, the District Centre is largely defined by attracting shoppers to undertake their weekly shop and leave without having any sense of engagement or activity. Whilst this may appeal to some of the demographic of Kardinya, there remains a large percentage of existing residents who are seeking more activity and vibrancy, rather than needing to travel to other centres. To deliver this, well-designed public spaces will be vital to the success of the District Centre moving forward, as the population increases, and the demographic changes. The current DA for the Core Precinct will deliver active public spaces in the food and beverage areas for social interaction and community gatherings.

The ACP will help facilitate the creation of numerous public spaces to improve customer experience and greatly improve the level of recreation and entertainment opportunity to contribute to the sense of place of the District Centre. These public spaces will require a high level of detailing to facilitate activity and develop a sense of place. Design elements such as landscaping, public seating and artwork that can be used in conjunction with active land uses.

North-South Main Street Connection (South Street to Dalston Crescent)

The north-south connection is an essential vehicle and pedestrian connection for both Lot 31 and Lot 17 as well as providing accessibility for residents to the north of the Centre from Dalston Crescent and beyond. The right-of-way, whilst in under the ownership of Lot 17, provides reciprocal access right to Lot 31. This connection is the most strategically positioned aspect of the site that will provide the opportunity for both sites to easily connect into to develop that 'Main Street' environment. The connection is also aligned with the key principles of developing a main street in accordance with Liveable Neighbourhoods 2007. Element 7 – Activity Centres, outlines the key principles of creating a main street environment, these can be summarised below:

- *'Pedestrian-scale retail main streets work best on streets that have traffic volumes in the range of 10.000 – 18.000 vehicles per day, but only have two lanes of slow-moving traffic (30km/h) and on-street parking;*
- *Main street environments will be only 200-400 metres long; and*
- *Other influences on the main street locations will include climate (e.g. often north-south orientations are preferable), key views, relationship with major destination facilities.'*

The objective for this space is to create a pedestrian centric environment that seeks to reconnect both Lot 31 with Lot 17. The built-form should have active ground floor frontages, weather awnings, street trees and the ability to on-street park. The main street will be supported by a direct connection to larger anchor tenancies, whilst providing a separate shopping, food, beverage and entertainment environment. Hames Sharley have provided some visioning images to demonstrate the potential future interface between the two sites.






East-West Main Street Connection (Gilbertson Road into the District Centre)

The east-west connection currently provides secondary horizonal road access to link mostly cars from Gilbertson Road into the site. This internal road is currently dominated by private vehicle usage, with very limited pedestrian opportunity given the lack of footpaths, canopy and being generally dominated by private vehicle usage.

Whilst the current usage is an undesirable characteristic of the District Centre, there is a large opportunity to further link the two sites, given the proximity this entry has to the intersection of Gilbertson Road and South Street. This will provide the opportunity particularly for those residents who live south of South Street, to cross with the traffic lights and walk to this connection. This will remove the need for residents to walk along South Street, which is highly exposed road network, and is considered an undesirable pedestrian environment. In addition to this, there is also a large catchment of residents who live east of the Centre, that will provide a direct and linear pedestrian route to the north-south main street. A circular bus route between Murdoch and Bull Creek train station also stops directly outside of this access point. This further reinforces this corridor as a future linkage opportunity.

The future redevelopment of Kardinya Park has also recognised this opportunity and has directly located the stair-case that connects Lot 17 and Lot 31 to the entertainment and leisure precinct to the align with the site corridor of pedestrians approaching from Gilbertson Road.





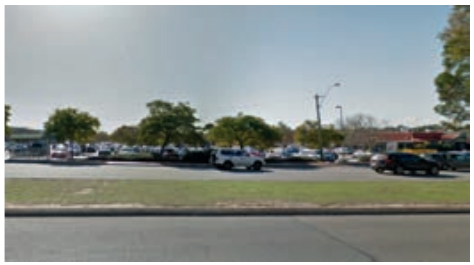


Kardinya Park Shopping Centre Carpark (Corner of South Street)

The existing centre is positioned towards the rear of the site and provides little to no interface with the wider public realm. The South Street corner is underwhelming upon approach, with exposed car parking dominating the interface. To address this, there is a key opportunity for the site to emphasis the street corners, particularly where the proposed main street is located to provide that sense of arrival and activity. A key opportunity exists to provide clear signage and active land uses on this street corner that are directly accessible from the main street via the centrally located stairs to signify the entry into the Core.

This public space is aimed to include community benefit land uses, food and beverage, causal alfresco seating and landscaped areas accessible to the public. This space, is ideally positioned to contribute to the activity of Kardinya Park Shopping Centre and will also improve the activity and vibrancy to the periphery of Lot 31, further contributing to enhancing the connection between these two sites. Hames Sharley have provided some indicative imagery as seen with the Development Application, of what is intended of the South Street main street corner.





Aldi Carpark (Adjacent to Tavern)

The current building interface along the east-west corridor connection is extremely limited in activity and surveillance. Large portions of exposed car parking are on display upon approach which creates an unsightly pedestrian environment. Whilst car parking is essential to the current operation of the Centre, as the density increases and the Centre evolves it is envisioned that the demand for car parking bays will eventually reduce, and furthermore, can be designed in a more effective manner to be sleeved by building facades.

To contribute to the main street activity, it is envisioned that whilst there should active uses to the ground floor to complete the main street, there may be an opportunity for the area behind to be used as an active public space. This space may include space for a pocket park, informal dining seating or a flexible space for customers, employees or market stalls. It is envisioned that this space will provide a key opportunity to be used in conjunction with the existing Tavern and the proposed food, beverage and entertainment precinct, whilst contributing to the vibrancy of the main street.





7.12 Landscaping

The ACP is proposing to improve the public realm of both the wider residential catchment as well as improve connections within the District Centre. Landscaping plays a significant role in providing shade, habitat for fauna, reducing the heat island effect and providing general amenity within the Centre. In this regard the ACP promotes the retention, replacement or offset of trees on development sites where achievable.

The landscaping pallet of the District Centre has been defined by the approved Development Application which provides the foundation for a north-south Main Street connection and an east-west connection through to Gilberton Road. An easement in-gross is proposed to provide a 7.5m road width to create suitable vehicle access throughout the Frame. In addition to this Part 1 contains provisions which include the provision of a minimum 1.5 metre footpath to be provided and street trees to develop the main street environment. Plan E has provided an indicative landscaping strategy of how the Frame could connect into the Core via upgrading the road treatment, providing street trees and enhancing pedestrian connections.

Refer to Figure 24 – Landscaping Strategy for Activity Centre

The broader residential area has also been investigated. As noted, the public realm environment is generally poor, with a lack of pedestrian footpaths and shade trees. Part 1 of the ACP proposes two key provisions to enhance this environment through developers contributing to a footpath and secondly providing a street tree when each lot is redeveloped. Three streets were nominated as performing particularly poorly, Bersica Court, Davis Crescent and Hutchings Way. The cross-sections provided demonstrate how these streets would be transformed via the provision of a footpath and trees being placed within the verge. Plan E has provided some indicative cross-sections based on the current road width.

Refer to Figure 24 – Landscaping Street Sections

LEGEND

01 THE PAVING PATTERN IS AN OVERSIZED ABSTRACT VERSION OF THE PATTERENED CONCRETE WITHIN THE ELP & PEDESTRIAN SPINE IN THE SHOPPING CENTRE

02 RAISED INTERSECTION SIGNIFIES A CHANGE IN TRAFFIC SPEED & ENHANCES THE PEDESTRIAN CONNECTIVITY TO KARDINYA PARK

03 RETAINED STREET TREES WITH RAIN GARDENS PROVIDE AN INSTANT ESTABLISHED FEEL

04 NEW STREET TREE PLANTING ENHANCES THE STREET AND MITIGATES THE HEAT ISLAND EFFECT

05 NEW POCKET PARK

06 SLOPED TURF BREAKOUT SPACE FOR EXPLORATORY PLAY AND INFORMAL SEATING

07 RAISED PLANTERS PROVIDE INFORMAL SEATING OPPORTUNITIES AND ADDITIONAL TREE PLANTING TO CREATE A COMFORTABLE MICRO CLIMATE

08 NEW PEDESTRIAN CROSSING

09 BICYCLE PARKING TO MEET COUNCIL RECOMMENDATIONS

10 FEATURE SHADE STRUCTURE WITH CREEPER PLANTING AND RAISED PLANTERS UNDERNEATH THEM THAT PROVIDE SEATING OPPORTUNITIES









KARDINYA PARK ACTIVITY CENTRE

PREPARED FOR HAMES SHARLEY ARCHITECTS

LANDSCAPE CONCEPT PLAN

JUNE 2020

JOB NO. 1909002

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LANDSCAPE ARCHITECTS

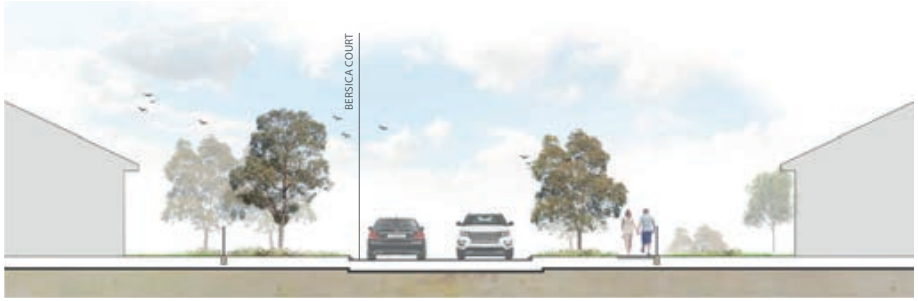
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Figure 24. Landscaping Strategy for Activity Centre



SECTION A-A
BERSICA COURT



SECTION A-A





SECTION B-B
DAVIES CRESCENT

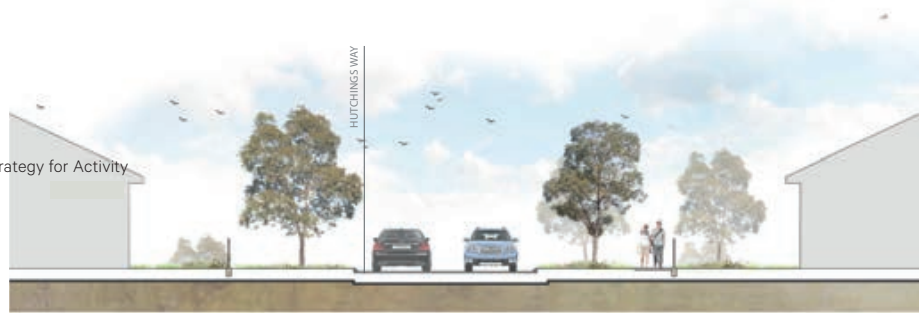


SECTION B-B





SECTION C-C
HUTCHINGS WAY



SECTION C-C



Landscaping Strategy for Activity Centre

KARDINYA PARK ACTIVITY CENTRE
PREPARED FOR DATO HOLDINGS PL

STREET CROSS-SECTIONS
JUNE 2020

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Figure 25. Landscaping Street Sections

7.13 Key Nodes, Landmarks, and View Corridors

The ACP area has some opportunities for new developments to capitalise on views to the City to the north and to the escarpment to the east due to the undulating topography from the south-west down to the northern parts of the ACP area. There are also changes to the topography through the site which will require detailed site analysis when designing new multiple dwelling developments to ensure that views of significance are maintained for future developments and also to ensure that landmarks can be created to assist with wayfinding through the Activity Centre.

Volume 2 of the R-Codes now includes provisions around site analysis and design response to require developments to response to the physical elements of the site and desired local character of the locality. This will which will help identify the key nodes, opportunities for landmarks to be created and developed upon as well and ensuring any view corridors are maintained where possible.



7.14 Activity Centre Plan Response

The following opportunities and principles are applicable to the whole of the Activity Centre:

a) Provide active frontages and an urban edge to the Core and Frame with residential taper in intensity to mitigate impact of bulk and scale;

b) Ensure quality design that incorporates, celebrates and responds sensitively to the existing residential character and fabric within the suburb with appropriate transitions in density

c) Provide a human scale within the pedestrian environment and improve the overall pedestrian environment with upgraded streetscapes, greater weather protection and increased levels of activity (perceived or actual) for passive surveillance;

d) Ensure built form responds to existing important vistas and vantage points (sight lines/ views) where available;

e) Ensure new buildings reflect and respond to the natural local variation in topography and landform; and

f) Facilitate iconic development to create visual cues that assist with wayfinding and the formation of memorable elements within the Activity Centre.

Within the immediate surrounds of the Centre an R160 density has been applied which allows a building height of 5 storeys. The lots that are affected by the R160 density code have been strategically selected where building height can be segregated via existing POS and/or roads where the impacts of additional building height will have a limited impact on adjoining sites of lower density height.

Split density codes of R80/R160 been applied to lots to encourage land amalgamation and provide enough of an insensitive to encourage this outcome. Whilst the building height uptake between R80/R160 is not significant (1 storey) the plot ratio increases from 1.0 to 2.0 which will provide a large enough incentive to facilitate land amalgamation where appropriate.

The remainder of the density codes range from R60, R80 and R100 which provide a slight increase in building height between these density codes, whilst still having some uniformity to surrounding lower densities.

Height related guidelines is as follows:

- Maximum building heights shall be as per Figure 3: Maximum Building Heights;
- Building heights are to be measured in storeys;
- Structures associated with roof top terraces such as shade structures and alfresco areas are exempted from the prescribed maximum building height; and
- Plant areas and lift core rooms that are concealed from the public domain, however positioned on the roof of an apartment building are also exempt from the prescribed maximum building height.

As established in the section above, no further public open space is required to be facilitated as there is 15.8% of the area already dedicated to public open space of varying natures (passive and active). Additionally, communal open spaces will need to be provided as part of new apartment developments to diversify the open space provided within the locality (be it internalised and private in nature).

Volume 2 of the R-Codes and also SPP 7.0 provides the necessary controls to ensure that new commercial, mixed use and residential components will need to take into consideration the site context and character, built form and scale and legibility for not only individual development sites but also in the context of the wider area and hence additional layers of control are not as necessary.

8. Resource Conservation

Developments within the Kardinya Activity Centre will increase the viability and efficiency of existing infrastructure within the locality. Accordingly, the ACP will implement an aspect of sustainable development through more efficient use of urban land and resources by intensifying and consolidating land uses, including housing, which are located adjacent to public transport, employment, retail and commercial activity. The ACP will encourage active modes of transport which assist in reducing the dependence on private vehicles (and the associated emissions) and overall energy consumption within the locality in its implementation.

Further to this, the implementation of Vol. 2 of the R-Codes will also ensure that apartment developments within the ACP Area will have more sustainable design features implemented within new buildings, including energy and water conservation.

8.1 Water management and conservation

The planning and design of new developments will need to consider the contribution of the development to the water cycle and incorporates effective water management techniques that support quality of life and the provision of green space while moving towards a sustainable rate of water consumption. Ultimately as cost of water provision and consumption increase, market forces will dictate that developments are built to decrease on-going water consumption as an attractor for buyers and occupiers of new apartment developments. It is expected any commercial development demonstrates that a 1:100 ARI 24hr stormwater event is fully contained within the property boundary. A stormwater management plan shall be submitted at the time of a building permit to demonstrate compliance with AS 3500. Residential lots located below road level shall have drainage system designed to carter for a 1:100 ARI 24hr stormwater event, however properties that are above road level shall manage stormwater to a 1:20 ARI 1hr storm event. Residential lots located below road level shall have drainage system designed to carter for a 1:100 ARI 24hr stormwater event, however properties that are above road level shall manage stormwater to a 1:20 ARI 1hr storm event.

Stormwater management is another important aspect of water sensitive design and plays a vital role in protecting buildings from flooding and managing the water cycle, improving water quality, protecting ecosystems and improving urban amenity. The Department of Water and Environmental Regulation has defined a framework for the management of small, minor and major rainfall events in urban areas which have been incorporated into the provisions of the R-Codes relevant to residential and mixed-use development. Ecological protection is the desired outcome for management of a small event, which means that development should have sufficient stormwater infiltration and deep soil to manage a small rainfall event on-site. Serviceability and amenity are the desired outcomes for managing minor rainfall events on site.

Design guidance within the R-Codes encourages the use of potable water on-site to be reduced through means of water recycling, rainwater harvesting and the use of greywater systems, efficient 'water wise' irrigation and water fittings and planting of drought tolerant vegetation. The design guidance also goes onto encourage greater accountability for water use by installing individual water metering. Element 4.16 of Vol. 2 of the Residential Design Guides sets out three objectives pertaining to managing stormwater and reducing consumption. This will be the key statutory mechanism to impose best water management practices and shall be determined on a case by case scenario.

These measures when implemented will ensure decreased water consumption and efficient use throughout the water cycle to improve the sustainability of developments.

8.2 Energy efficiency

As energy demand and costs rise, so does the imperative to reduce energy consumption. Good design can deliver energy efficient dwellings that are attractive, healthy, and comfortable. Air-conditioning, water heating and lighting account for the majority of energy use in a typical apartment and hence reducing these costs through more sustainable design will have significant flow on effects for the on-going affordability for apartments in the locality.

Buildings will need to be designed to increase the thermal performance and incorporate energy efficient fixtures as per the requirements of Vol. 2 of the R-Codes through the requirement for new apartment developments to include at least one energy initiative to assist in reducing energy consumption or having all dwellings exceed the minimum NATHERS requirement for apartments. Examples of energy initiatives are the use of ceiling fans in habitable rooms, hot water systems more efficient than electric storage units, provision of external clothes drying, use of photovoltaic array for communal services, installation of a lift with regenerative breaking and solar powered lighting in communal areas.

The design of new apartment developments will need to be naturally cross ventilated and orientated to have access to winter sun for the majority of apartments which will further reduce reliance on mechanical ventilation and air conditioning. Having more openable windows in appropriate locations to take advantage of prevailing cool winds drastically decreases the reliance apartments will have on air conditioning to cool and improve air quality within apartments. Conversely, having balconies, other outdoor living areas and living areas within apartments oriented to have access to winter sun for a number of hours throughout the day will reduce reliance on heating and improve the amenity of these apartments.

Another more indirect method to improve the energy efficiency of apartments is to reduce the urban heat island effect through the provision of deep soil area and retention of mature trees for new developments. This will provide more shade and greater opportunities for landscaping on development sites to both improve the appeal and amenity of the sites but also the tree canopy across the suburb as it transitions from suburban to urban.

It is also anticipated that the Medium Density Volume of the Residential Design Codes (currently being drafted by the DPLH) will incorporate these same abovementioned provisions into the controls for medium density apartment and grouped dwelling developments.

All mixed use and apartment buildings within the Kardinya Activity Centre will need to comply with the Building Code of Australia to incorporate energy efficient initiatives into these buildings. This will ensure that public buildings across the Activity Centre will incorporate efficiency measures into:

- Building Fabric;
- External Glazing (excluding shopfronts);
- Building Sealing;
- Air Movement;
- Air-Conditioning and Ventilation Systems;
- Artificial Lighting and Power;
- Hot Water Supply; and
- Street Awnings.

As the Activity Centre matures, it is expected the standards of the Building Code of Australia will be amended to increase building standards for greater sustainability, so that when future development and redevelopment occurs, these developments be more sustainable than those being built today.

8.3 Water-Wise Landscaping

The City's local planning policy 2.1 (LPP 2.1) sets out within clause 6.5 the requirement for landscaping plans to incorporate the use of low maintenance, water wise plants with a preference to West Australian species. Whilst this provides the instrument to inform landscaping plans, LPP 2.1 does not prescribe any species to help guide and inform the detailed selection of native species. Whilst each landscaping plan is considered on its merits, and plant selection is based on the availability of species dependant on the season, a preferred plant species schedule is provided below, to inform future landscaping plans.

Ground Covers



Carpobrotus



Scaevloa



Sedum Rubrotinctum

Shrubs



Anigozanthos



Dianella Petite Marie



Synzygum

Trees



Gleditsia Triacanthos



Harpullia Pendula



Cupaniopsis Anacardioides

8.4 Waste

Increasing residential development increases waste and therefore the need for prudent waste management. Appropriate waste management plans are required to be supplied to local governments and included in approvals for multiple dwelling and mixed-use developments due to the LG servicing requirements. The R-Codes require that apartment buildings integrate waste management processes and facilities into the development to ensure convenient, efficient and safe access for residents and the relevant personnel. Waste management systems in multiple dwelling developments can be designed to foster and enable waste management behaviours consistent with this strategy.

Commercial developments are not usually held to the same standard as private collection is usually arranged. As costs for these services increase as land for waste becomes more difficult to acquire and recycling becomes more expensive, there will be a self-sufficiency for commercial developments to reduce their waste generation accordingly.

8.5 Activity Centre Plan Response

The existing planning framework in the form of Vol. 2 of the Residential Design Codes and future planning controls in the form of the Medium Density Code will provide adequate control for new developments to conserve and reduce consumption of resources. The use of design review to ensure the implementation of natural ventilation, solar access, energy efficiency and water conservation will promote these measures from the outset of apartment design rather than after-thoughts when the design has advanced past the point of effective implementation. These measures will increase the sustainability and reduce the on-going costs for these apartments considerably.

Further to this, the increasing costs of energy, water servicing and consumption and waste collection will likely result in landowners and businesses installing water saving fixtures, renewable energy generating devices (namely solar panels), thicker glazing and more efficient heating and air conditioning systems in existing buildings to reduce these on-going costs for the operations of these buildings.

9. Implementation

To implement the ACP as part of the objectives of SPP 4.2, the main implementation measure will be to amend the scheme to change the zonings and densities as appropriate. The Scheme Amendment will also give effect to the planning controls proposed within Part 1 of the ACP.

The updating of the scheme will result in a consistent framework for the assessment of development applications and subdivision within the ACP area and adjust existing controls to better reflect Kardinya's unique position as a large district centre.

9.1 Process

This plan has been prepared and will need to be publicly advertised and approved in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015.*

9.2 Statutory Planning Controls

This ACP is the principal planning document for this Activity Centre. State Planning Policy 7.3 (the R-Codes), the LPS 6 and the City's policies will also apply to development in this Activity Centre, unless specifically varied by this plan.

The plan, as endorsed by the WAPC, is a document which planning decision-makers are to give due regard to when making decisions regarding land use, subdivision or development in the ACP area.

9.3 Zoning

This plan does not automatically change the zoning of land. A Scheme Amendment to LPS6 is required to proceed the adoption of this ACP to facilitate the changes to the residential densities of the area and zoning the Centre to be C2.

The permissibility of each land use is stated within the Scheme for the Centre 'C2' and Residential zones and will not require amendment to facilitate the intended outcomes of this ACP as the ACP proposes to designate the land use permissibility of the C3 centre zone. Another clause is proposed to be inserted into the Scheme to reference the controls in Part 1 for the R-AC0 density code. These amendments will implement the ACP and therefore the Scheme Amendment falls within the criteria of a Scheme Amendment.

9.4 Monitoring and Review

This plan should be reviewed and updated as and when required. It is not intended to be a static document. Any amendments to the ACP will need to follow the procedures outlined in the Planning and Development (Local Planning Scheme) Regulations 2015.

9.5 Duration of the Activity Centre Plan

As per clause 44 of the Deemed Provisions within the Planning and Development (Local Planning Schemes) Regulations 2015, the ACP will have effect for a period of 10 years after approval from the WAPC. During this 10-year period, the ACP may be revoked or extended by the WAPC as necessary, depending on the change of legislation, market conditions and/or strategic planning framework change.

9.6 Collaborative working

Throughout the preparation of the ACP, the project team have been directly liaising with government bodies who have relevant input into the document. A summary of these meetings has been detailed below, it should be noted whilst these meeting were major milestone meetings, there has been additional conversations occurring with the relevant agencies in the lead up to the lodgement of the ACP.

It is intended that throughout the assessment of the ACP, cooperation between the City of Melville, the local community, State Government agencies and landowners within the Activity Centre area.

Table 22 – Summary of the Collaboration

Stakeholders	Meeting Date	ACP Input
Public Transport Authority	19 November 2019	• Discussed the relocation of bus stops surrounding the Kardinya District Centre to improve both pedestrian connectivity as well as improve vehicle safety. • Improvements to the quality and safety of bus stops. • Current servicing of Kardinya and community usage of the stops along South Street. • Opportunities to improve pedestrian movement across South Street and improve pedestrian safety.
Department of Transport	4 November 2019	• Discussed the preparation of Travel Smart Plans and Parking Management solutions to improve efficiency of the centres car parking. • Expectations on reducing the overall car parking rate for the Centre, and the ongoing management. • Transport and technology initiatives that will influence the accessibility to the Centre and surrounding employment nodes. • Improvements to legibility throughout the site based on the current arrangement of access points. • Facilitating safe pedestrian crossings across South Street to connect with existing bus stops.
Main Roads	19 November 2019	• Treatments and improvements to access points along South Street. • Intersection performances i.e. North Lake Road and Gilbertson Road and how. • Discuss opportunities to facilitate pedestrian movement across South Street.
City of Melville	15 January 2020, 3 February 2020	• Proposed zoning, density and population projections. • Density compatibility with the Local Planning Strategy, particularly along urban corridors. • Transitioning building height and developing cohesive street interfaces. • Methods to promote public realm upgrades e.g. footpaths and street trees.
Department of Planning, Lands and Heritage	15 January 2019	• Consistency between the proposed ACP and MSACSP. • Transitioning building height and creating consist streetscape interfaces. • Methods of restricting vehicle access onto South Street from existing lots. • Defining the 400 metre walkable catchment, and how far the ACP boundary should extend. • Retail floor space predictions and consistency with the Activity Centre Hierarchy.

9.7 Priority Actions

The table below sets out actions required to be completed and their priority to assist in the orderly and proper implementation of the ACP. The timing of each action will be broken down into three timeframes:

- Short Term: 1-2 years
- Medium Term – 3 - 5 years
- Long Term – More than 5 years

Actions	Timing
Local Planning Scheme Amendment	Short Term
Commence works for the Core, including: • Development of the main street proposal; • Improve pedestrian connectively within, around and into the site; • Redesigned access points for the Centre; • Construction of a new PTA bus-stop on the corner of South Street and North Lake Road; • Improve the built-form of the Centre to the public realm in particular on the corner of South Street and North Lake, as well as towards South Street; • Improvement of end-of-trip facilities; • Substantially increase the availability of cycling facilities; • Improve the interface Kardinya Park has with residents to the north, via landscaping improvements, and concealment of service lane; • Aim to reconnect the 'Core' and 'Frame' via pedestrian crossings and enhanced activity along north-south main street connection; • Improve car-parking design throughout the 'Core'; and • Investigate sustainability initiatives for Kardinya Park Shopping Centre e.g. (PV cells, stormwater retention initiatives and water wise irrigation).	Short Term
Prepare a Travel Smart Plan and Parking Management Plan for the Core.	Short Term & Ongoing
City of Melville to investigate underground power and improving street lighting via a special area rating being adopted.	Short – Medium Term
Main Roads to investigated modifying the traffic signals for the intersection of Gilbertson Road and South Street.	Short – Medium Term
Implementation of public-realm upgrades within the Residential Precinct (footpaths and street-trees).	Medium – Long Term
Road widening for the corner of Gilbertson Road and South Street.	Medium – Long Term
Public Transport Authority to investigate increasing bus frequencies for routes 512 and 115.	Medium – Long Term
Public Transport Authority and Main Roads to investigate dedicated AM and PM peak hour bus lanes along South Street.	Medium – Long Term
Development and improvements of the east-west main street connection. Which include: • Improvements to landscaping (shade trees and rain gardens); • Implement a paving concept consistent with the Core; and • Provide a 1.5m pedestrian footpath from Gilbertson Road to link with the Core.	Long Term

Project Team

element – Town Planning
Hames Sharley – Project Architect
Cardno – Traffic
Urbis – Retail
Pritchard Francis – Servicing
B & S Consultants – Project Manager
Clint Ford and Associates – Engagement

element. the art and science of place
Hames Sharley
Cardno
URBIS
pritchard francis Celebrating 40 years
B&S Consultants
Clint Ford & Associates LOBBYING. COMMUNICATIONS. STRATEGY.

Appendix 1: Urbis Retail Assessment



URBIS

KARDINYA PARK

ACTIVITY CENTRE RETAIL SUSTAINABILITY ASSESSMENT

PREPARED FOR

DATO HOLDINGS PTY LTD

JANUARY 2020

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EXECUTIVE SUMMARY

KEY FINDINGS

The analysis and findings outlined in this report indicate that the proposed redevelopment within the Kardinya Park District Centre will deliver a net community benefit. The key findings supporting this conclusion are summarised below.

- **Centre Mix**: The Kardinya Park District Centre is currently a relatively small centre focussed on convenience food retail, homewares and specialty uses. A review of the floorspace mix compared to centre averages illustrates that the centre has a relatively low level of floorspace across a range of categories, including food retail, food catering, apparel and homewares, and no mini-majors. The proposed development aligns with these observed gaps. While the composition of out-of-centre retail floorspace is unconfirmed, it is likely to be focussed on additional specialty floorspace that is not strongly represented in the local area.

- **Catchment**: Kardinya Park's location at the intersection of two major road routes and tenant mix that includes, for instance, the only Kmart between Booragoon and Rockingham supports an expanded catchment – particularly to the south and west where there are limited comparable centres.

- **Redevelopment Activity**: Re-zoning and state and local government focus on infill development is driving increased development activity and population growth. There are several infill precincts under development such as Kardinya Heights (300 residents), Gallery (250 residents) and the Murdoch Health and Knowledge Precinct. In addition, re-zoning of areas surrounding Kardinya Park is supporting small scale sub-divisions and unit development, with forecasts developed for the City of Melville and City of Cockburn indicating population growth of 54% in Willagee, 13% in Kardinya and 61% in Coolbellup. Furthermore, historical population growth and gentrification has seen significantly increased and changing spending patterns which is supporting retail floorspace need at Kardinya Park. Additionally, the activity centre plan includes a residential zoning increase on 51ha of residential land that is set to be equivalent to 1,216 dwellings (net of current dwellings).

- **Worker and Student Population:** In addition to the resident catchment, Kardinya Park benefits from proximity to Murdoch University, the Murdoch Health and Knowledge Precinct and numerous service industry and industrial areas (such as Bibra Lake and O'Connor) which accommodate approximately 57,500 jobs.

- **Retail Spend**: Over the five years to 2023, annual retail expenditure generated by residents in the main trade area is forecast to increase by an average of $14 million p.a. (1.2% p.a.). With population growth forecast to increase after 2023, expenditure is forecast to increase at a rate of $26 million p.a. in the five years to 2028.

- **Retail Need**: The existing hierarchy has been established for more than four decades and there has been limited expansion of retail floorspace in the area; particularly over the past two decades. Combined with changing spending patterns (e.g. more food and entertainment spending), there is significant forecast growth in floorspace need in the trade area equating to approximately 45,000 sq.m of retail floorspace. The proposed development is expected to accommodate a relatively small proportion of this forecast additional need.

- **Benefits**: The proposed development will partly address this observed retail need and will also include a range of non-shop retail uses that will help activate the centre day and night. The improved mix and desirability of the centre will support increased infill development, a revitalisation of the activity centre and complement the Murdoch University and Garden City developments. Importantly, the redevelopment will also support a range of additional ongoing employment opportunities (estimated at 785 jobs).

- **Retail Turnover Impact**: This analysis demonstrates that there will be sufficient market demand to support the proposed scale of additional PLUC 5 (shop retail) uses within the Kardinya Park Shopping Centre without having a significant impact on the sustainability of centres within the activity centre hierarchy. The analysis found that the impacts will be moderate and distributed across a range of centres given the proposed expansion predominantly includes retail categories that are not adequately provided by other district and lower order centres in the area.

Overall, the proposed expansion is expected to deliver a significant range of direct and demonstrable benefits for the community whilst maintaining a sustainable existing and planned activity centre hierarchy.

INTRODUCTION
STUDY BACKGROUND, PURPOSE AND STRUCTURE

STUDY BACKGROUND

BACKGROUND

- Kardinya and surrounding suburbs within the City of Melville are gentrifying and densifying areas in Perth's inner south western corridor. Infill precincts and redevelopment of large blocks have helped increase the resident population and the City of Melville Local Planning Scheme envisages further significant population growth. At the same time, the area's proximity to employment precincts and amenity have supported gentrification, with the average income for workers living in the area growing strongly over the past decade.
- Against this backdrop, the retail environment is fast changing in response to changing consumer spending habits.
- The activity centre offering however has not kept pace with population and income growth and changing spending habits. Many centres were built more than four decades ago and have not been substantially redeveloped since the 1990s.
- Kardinya Park Activity Centre, a popular District Centre which is anchored by the Kardinya Park Shopping Centre, is one of these centres. The activity centre is well-located and accessible in an area with very limited access to entertainment and food and beverage options. As such, the owner of Kardinya Park Shopping Centre is proposing a redevelopment which will incorporate a wider range of uses that are undersupplied in the area.

KARDINYA PARK ACTIVITY CENTRE

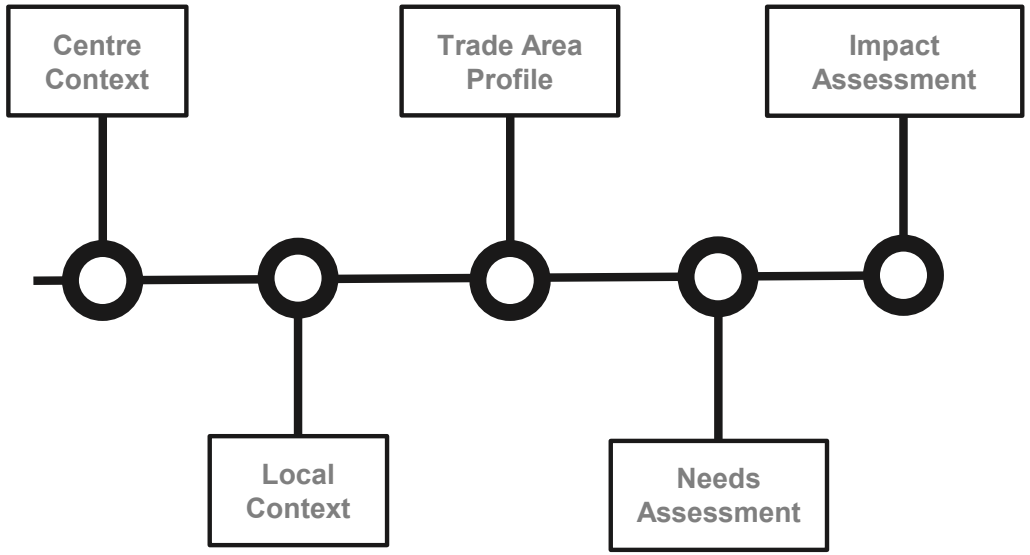


STUDY PURPOSE AND APPROACH

APPROACH

- Urbis was engaged to inform the redevelopment proposal and the development application process.
- This retail sustainability assessment (RSA) was developed to assess the proposed expansion, with focus afforded to the need for the development and the impacts on the activity centre hierarchy and local community.
- The RSA was developed in line with the requirements of SPP 4.2 Activity Centres for Perth and Peel and the City of Melville Local Commercial Strategy.
- This study included the following tasks.
  - ***Centre context*** – assessment of centre performance, mix and other attributes;
  - ***Local context*** – assessment of the competitive environment and urban development context;
  - ***Trade area profile*** – assessment of the attributes of the defined trade area;
  - ***Needs assessment*** – assessment of floorspace needs in the trade area; and
  - ***Impact assessment*** – assessment of expected impacts of the proposed redevelopment.

STUDY TASKS



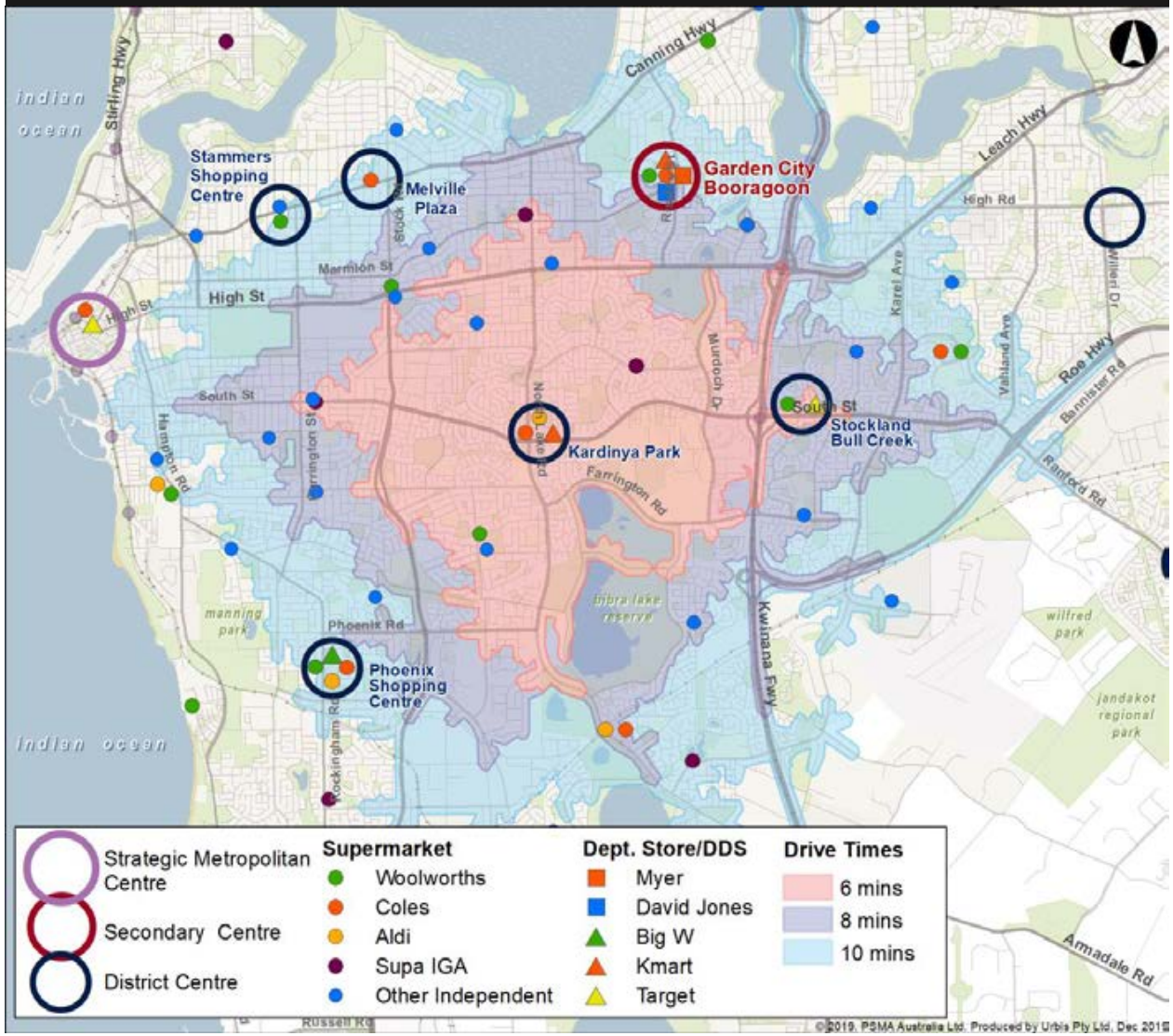
SECTION ONE
CENTRE CONTEXT

ACTIVITY CENTRE LOCATION

KEY INSIGHTS

- A review of the accessibility and transport context of Kardinya Park found that is has a range of positive location attributes which support the performance of this activity centre and the viability of the proposed expansion.
- The key attributes are noted below.
  - **Road Network**: Kardinya Park is located on the corner of South Street and North Lake Road. These are major roads with traffic volumes in excess of 30,000 daily vehicle movements. This supports passing trade and a broad catchment.
  - **Public Transport Provision**: Bus services regularly connect residential areas, Murdoch University and the Murdoch Train Station to this centre. It is also understood that there is a preliminary investigation for a light transit route connecting Murdoch Train Station and Fremantle.
  - **Pedestrian / Cycle Network**: There is an existing path network adjacent to major roads such as North Lake Road.
  - **Physical Barriers**: There are few physical barriers affecting access to this centre apart from Beeliar Regional Park, the Kwinana Freeway and Roe Highway which could act as a barrier for residents to conveniently access the centre.
- Overall, the centre is highly accessible which supports an extended catchment area, particularly to the south and west.

DRIVE-TIME TO KARDINYA PARK ACTIVITY CENTRE



SHOPPING CENTRE COMPOSITION

KEY INSIGHTS

- The Kardinya Park District Centre is currently a relatively small centre focussed on convenience food retail, homewares and specialty uses.
- The Kardinya Park Shopping Centre accommodates much of the retail offering in the activity centre. This centre was developed in 1976 and underwent an expansion in 1999.
- The shopping centre accommodates:
  - A well-performing small-format Coles Supermarket;
  - The only Kmart between Booragoon and Rockingham;
  - Specialty food retail (e.g. small Asian grocer, butcher etc.);
  - Several cafes and take-away / dine-in stores;
  - Mycar (formerly Kmart Tyre & Auto);
  - Numerous retail services; and
  - A low relatively low level of apparel and other retailers.
- A review of the floorspace mix compared to centre averages illustrates that the centre has a relatively low level of floorspace across a range of categories, including food retail, food catering, apparel and homewares, and no mini-majors. The proposed development aligns with these observed gaps.
- Furthermore, according to the Land Use and Employment Survey (DPLH), the mix across the entire activity centre was found to be below average compared to other district centres across Perth (see slide 12).

FLOORSPACE MIX COMPARISON, KARDINYA PARK SHOPPING CENTRE, 2018

	Kardinya Park		Single DDS Based Centres
	GLA (sq.m)	% of Total GLA	GLA (sq.m)
Majors:			
DDS/s	**6,880**	**50%**	**6,458**
Supermarket/s	**2,802**	**21%**	**5,335**
Other Major/s	**0**	**0%**	**100**
Mini Major/s	**0**	**0%**	**1,557**
Retail Specialties:			
Food Retail	960	7%	482
Food Catering	385	3%	772
Apparel	1,017	7%	1,478
Homewares	0	0%	539
Leisure/General	542	4%	655
Retail Services	1,057	8%	644
Total Retail Specialties	**3,961**	**29%**	**4,576**
Total Retail	**13,643**	**100%**	**18,020**

Source: Urbis Retail Benchmarks, Dato Holdings

SHOPPING CENTRE SURVEY

KEY INSIGHTS

- A survey on the shopping habits of residents in the surrounding area was conducted earlier in 2019.
- The survey confirmed that Kardinya Park was a dominant activity centre for residents in the primary catchment, with 62% of respondents identifying it as their primary shopping centre to go to.
- Kmart was stated as a key draw to for both local shoppers in the primary and secondary trade areas, while also being a big attractor for residents outside of the trading area, with 46% of respondents outside of the trade area stating that the presence of the Kmart was the main reason they shopped at Kardinya Park. This confirms that the Kmart provides a key point of difference and helps meet an unmet need particularly in the areas to the west and south.
- Note, the trade area is subsequently re-defined in Section Four based on the input from this survey.

MOST FREQUENTLY VISITED DEPARTMENT STORE (% OF RESPONDENTS), 2019

	NET	Kardinya (Suburb)	Primary Trade Area (excl Kardinya)	Secondary Trade Area (excl. Primary Trade Area)	Outside Secondary Trade Area
Kmart Kardinya (Kardinya Park Shopping Centre)	51%	81%	60%	53%	20%
Kmart Booragoon (Garden City Shopping Centre)	15%	5%	16%	14%	20%
Myer Booragoon (Garden City Shopping Centre)	8%	6%	6%	8%	12%
Big W Cockburn (Cockburn Gateway SC)	7%	3%	3%	6%	14%
Target Bull Creek (Stockland Bull Creek SC)	4%	2%	2%	3%	7%
Big W Spearwood (Phoenix Shopping Centre)	3%	2%	3%	4%	5%
Reject Shop (any store)	2%	0%	1%	2%	3%
Target Fremantle (Adelaide St)	2%	0%	0%	4%	2%
Target Cockburn (Cockburn Gateway SC)	1%	1%	2%	0%	2%
Harvey Norman (any store)	1%	1%	1%	3%	0%
David Jones Booragoon (Garden City Shopping Centre)	1%	0%	1%	0%	2%

Source: Kardinya Park Shopping Centre Area Survey – Close at Hands Consultants, 2019

PROPOSED ACTIVITY CENTRE DEVELOPMENT

KEY INSIGHTS

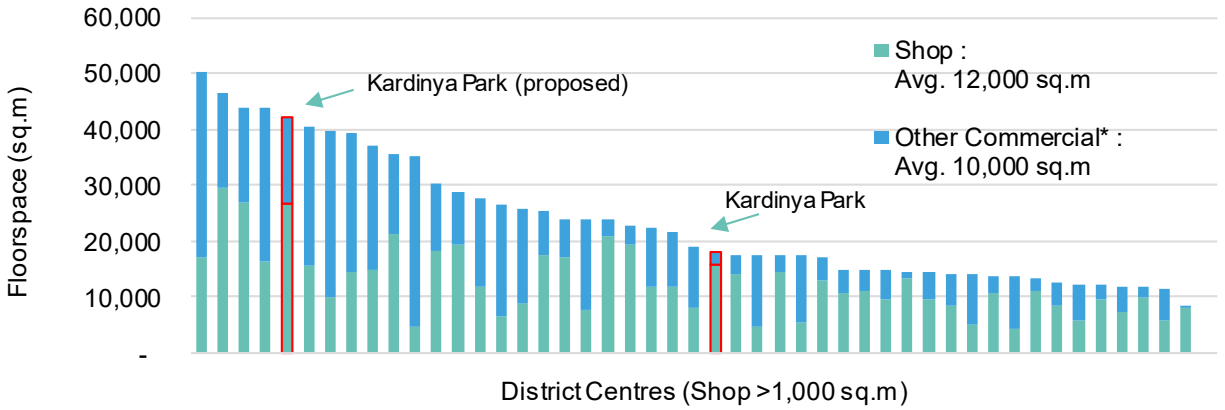
- Stakeholder, customer and community engagement identified the need for a greater range of entertainment, food and beverage and specialty uses in addition to residential development. This engagement informed the development of a redevelopment plan that is expected to include some of the following components:
  - A cinema complex;
  - A food and beverage precinct;
  - A specialty grocer;
  - Additional specialty stores;
  - Private recreation facilities;
  - Medical centre;
  - Gym;
  - Expanded service station and convenience store;
  - Residential apartments; and
  - Re-located Mycar with car wash.
- The volume of floorspace expected to be added to the Activity Centre area outside of the shopping centre is intended to be approximately 7,000sq.m by 2030, with 3,000sq.m being retail floorspace, and 4,000sq.m being non-retail floorspace.
- Following the increase, the activity centre is expected to be below the scale of the larger district centres such as Baldivis and East Victoria Park. Furthermore, the centre is expected to continue to function as a district centre as described in SPP 4.2 Activity Centres in Perth and Peel.

EXISTING AND PROPOSED FLOORSPACE (GLA), KARDINYA PARK SHOPPING CENTRE

	Existing	Proposed	Centre Build Out
	2019	*2022*	*2030*
Shopping Centre	**13,776**	**27,936**	**30,936**
Retail	13,776	21,244	22,244
Non-Retail	0	6,692	8,692
Other ACP	**4,457**	**4,457**	**11,457**
ACP Retail	1,457	1,457	4,457
ACP Non-retail	3,000	3,000	7,000
Total Activity Centre Floorspace	**18,233**	**32,393**	**42,393**
Total Retail Floorspace Assessed	*15,233*	*22,701*	*26,701*

Source: DATO Holdings

DISTRICT CENTRE FLOORSPACE COMPARISON, PERTH, 2015-17



**Other Retail; Entert. / Rec / Cultural; Office / Business; Health / Welfare / Comm.; Service Industry*
Source : Urbis

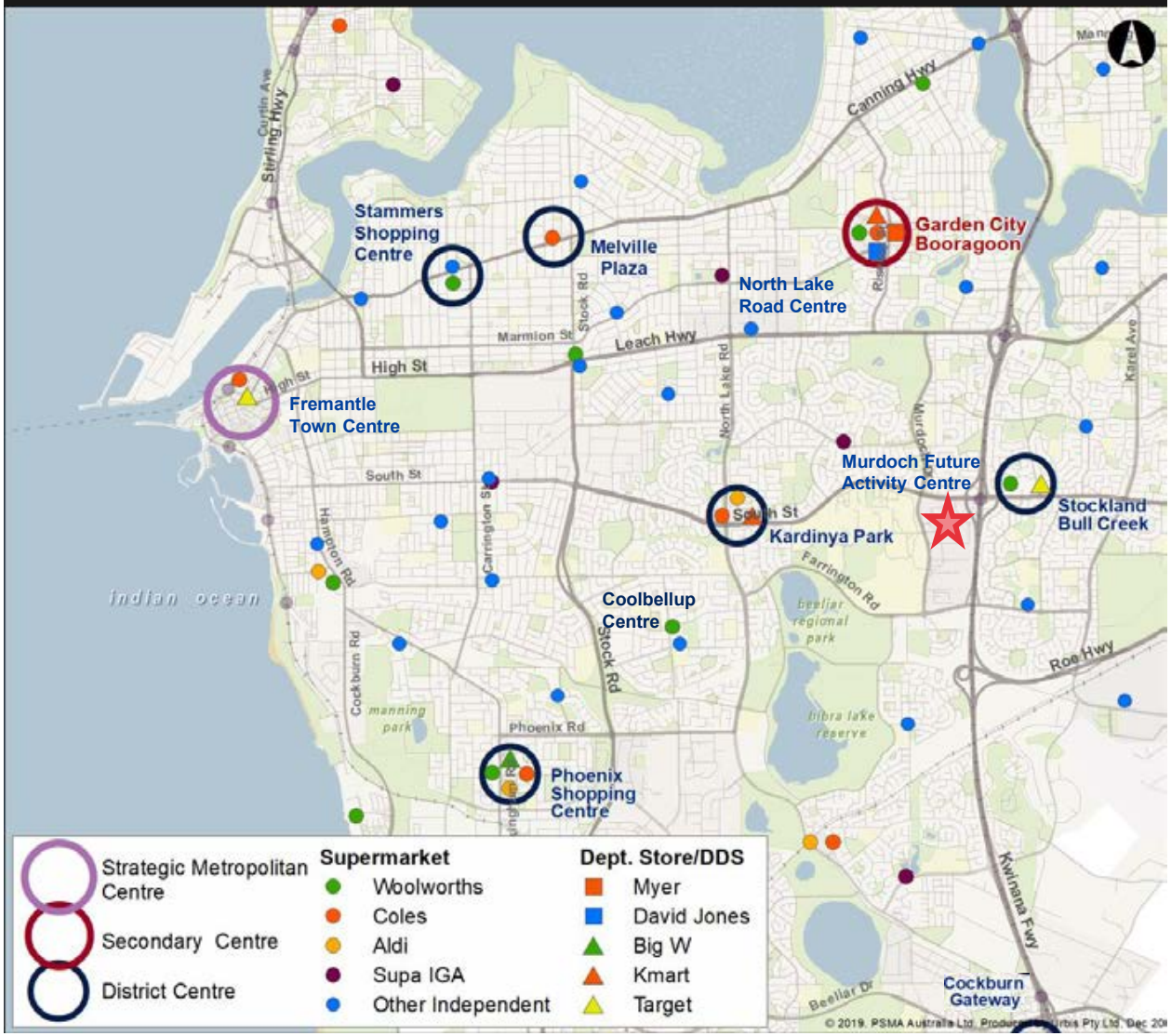
SECTION THREE
LOCAL CONTEXT

COMPETITION

KEY INSIGHTS

- There is an established hierarchy of centres in the wider area which influence the role and viability of the Kardinya Park activity centre. Key findings are noted below.
  - **Higher Order Centres**: There are several significant activity centres within the wider area that play a regional role; namely, Garden City and the Fremantle town centre.
  - **Other District Centres**: Stockland Bull Creek is the most proximate district centre to Kardinya Park. This centre is anchored by a Woolworths and a Target and benefits from a captive catchment that extends eastward. Further south, Phoenix Shopping Centre caters to residents in the growing areas of Coogee and Spearwood. There are limited entertainment and food catering offerings within these centres.
  - **Local and Neighbourhood Centres**: There are numerous supermarket-anchored local and neighbourhood centres in the surrounding area. Proximate full-line supermarket-anchored centres however are limited to the recently expanded Coolbellup Shopping Centre.
- The role and offering of the Garden City secondary centre is expected to limit the draw of Kardinya Park from areas north of Leach Highway. Meanwhile, the Bull Creek and Phoenix district centres will limit the catchment east of Kwinana Freeway and west of Stock Road.
- It should be noted that there is expected to be a substantial volume of floorspace in the Murdoch specialised activity centre area that will be developed over the next two decades.

ACTIVITY CENTRE HIERARCHY



COMPETITION

MAJOR CENTRES

	Distance from Kardinya Park (km)	Year of Refurbishment	Retail GLA	Major Tenants
Strategic Metropolitan Centre				
Fremantle Town Centre	8.1	2019	65,023	Coles, Target
Secondary Centre				
Garden City	5.5	2019	58,615	Myer, David Jones, Coles, Woolworths
Cockburn Gateway	9.7	2015	44,825	Coles, Woolworths,
District Centre				
Stockland Bull Creek	4.3	1996	16,209	Woolworths, Target
Livingston Marketplace	10.8	2004	15,541	Woolworths, Big W
Melville Plaza	6.5	1999	8,627	Coles
Phoenix Shopping Centre	6.5	2009	20,826	Coles, Big W
Stammer's Shopping Centre	7.6	-	8,748	Woolworths

Source: Urbis, PCA Shopping Centres Database, DPLH Perth Land Use and Employment Survey 2015/17

COMPETITION

KEY INSIGHTS

- The existing hierarchy has been established for more than four decades and there has been limited expansion of retail floorspace in the area; particularly over the past two decades. There are however several key retail expansions which have implications for the proposed expansion at Kardinya Park. The key developments assumed are noted in the table and summarised below.
  - **Garden City**: AMP recently sold a 50% stake in the Garden City Shopping Centre to Scentre Group. As such, existing expansion plans are likely to change and / or be delayed and therefore this assessment assumed the expansion would be complete by 2024.
  - **Fremantle Town Centre**: The King's Square development is expected to add retail floorspace to Fremantle by 2021. The Woolstores centre is expected to bring an additional supermarket to the town centre and additional retail specialties (this redevelopment is proposed to significantly decrease the size of the discount department store).
  - **Davis Park, Beaconsfield**: A draft structure plan indicates an expansion of the Fifth Avenue Activity Centre could form part of the initial stages of this infill development. The proposed expansion is assumed to be complete by 2023.
  - **Murdoch Specialised Activity Centre**: Retail floorspace as part of the development of the Murdoch specialised activity centre is set to take place over the next 15-20 years, in line with the likely development timeframes of the commercial floorspace. We have assumed an initial retail development by 2023, and a portion of total development to be operational by 2030.

KEY PLANNED DEVELOPMENTS

Development	Impact Year	Description	Floorspace Expansion
Garden City Booragoon	2024	Prior to the part sale to Scentre Group. AMP progressed with plans to redevelop Garden City.	4,000sq.m Department Store, 6,000sq.m DDS, 7,500sq.m Supermarket, 5,000sq.m Mini-majors, 17,500sq.m Total Retail Specialties
Woolstores Shopping Centre Development	2025	The application proposes to redevelop the existing Woolstores Shopping Centre and to construct a new six (6) level mixed use building at 28 (Lot 1) Cantonment Street Fremantle	3,400sq.m Supermarket, 3,277 sq.m Retail Specialties, removal of Department Store and Discount Department Store
The Heart of Beaconsfield	2023	Expansion of beaconsfield local centre to include a supermarket, and specialties	2,800sq.m Supermarket, 1,800sq.m Retail Specialties
King's Square Fremantle (FOMO)	2021	Redevelopment of King's square to offer additional office and retail floorspace, focussed on creating a food and beverage precinct.	20,800sq.m of office space, 5,500sq.m retail floorspace
Murdoch Mixed-Use Precinct Retail Centre	2023	Initial retail development as part of the Murdoch Specialised Activity Centre to include 2 convenience focussed supermarket centres	3,000sq.m supermarket, 206sq.m food retail, 779sq.m food catering, 667sq.m general retail, 320sq.m retail services, and 300sq.m of non-retail floorspace
Murdoch Specialised Activity Centre	2030+	Development includes the remainder of Murdoch specialised activity centre retail floorspace (total of 29,755 minus the Mixed-use retail precinct) set to be developed within the core of the precinct, totalling 24,484sq.m.	We have estimated that 12,242sq.m (50%) of floorspace would be developed by 2030.

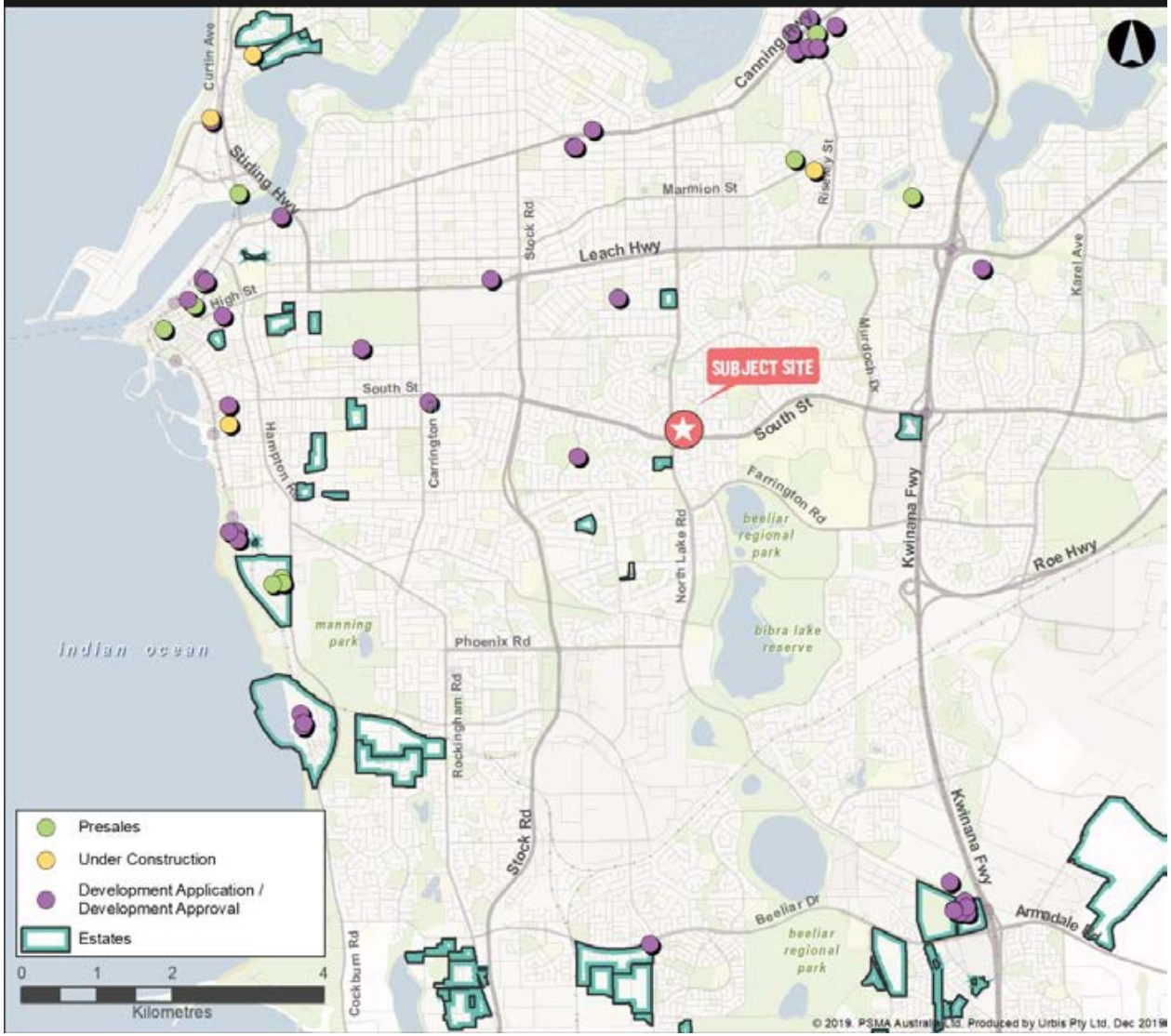
Source: Urbis, Cordell Connect

DEVELOPMENT CONTEXT

KEY INSIGHTS

- Kardinya and the immediately adjacent suburbs are relatively low density urban areas which developed in the 1960s and 1970s. Re-zoning and state and local government focus on infill development however is driving increased development activity and population growth.
- Several key infill developments of relevance are noted below.
  - **Kardinya Heights**: This infill development is approximately 70% sold and expected to accommodate 300 residents at build-out.
  - **Murdoch Health and Knowledge Precinct**: This long term State Government-led development is expected to accommodate apartments, student housing, aged care, local convenience retail, office and further health services.
  - **Gallery (Carawatha)**: The existing public open space along North Lake Road (2km north of Kardinya Park) is currently under development, with the first lots expected to be developed in 2020. This development is expected to accommodate approximately 250 residents at build-out.
- There area a number of active and pending apartment developments (minimum 25 apartments) in the broader area. The near term outlook for apartment development in the immediate area of the centre is however limited by current zoning.
- These infill developments are expected to support near term population growth and spending at the Kardinya Park Shopping Centre.

INFILL PRECINCT MAP



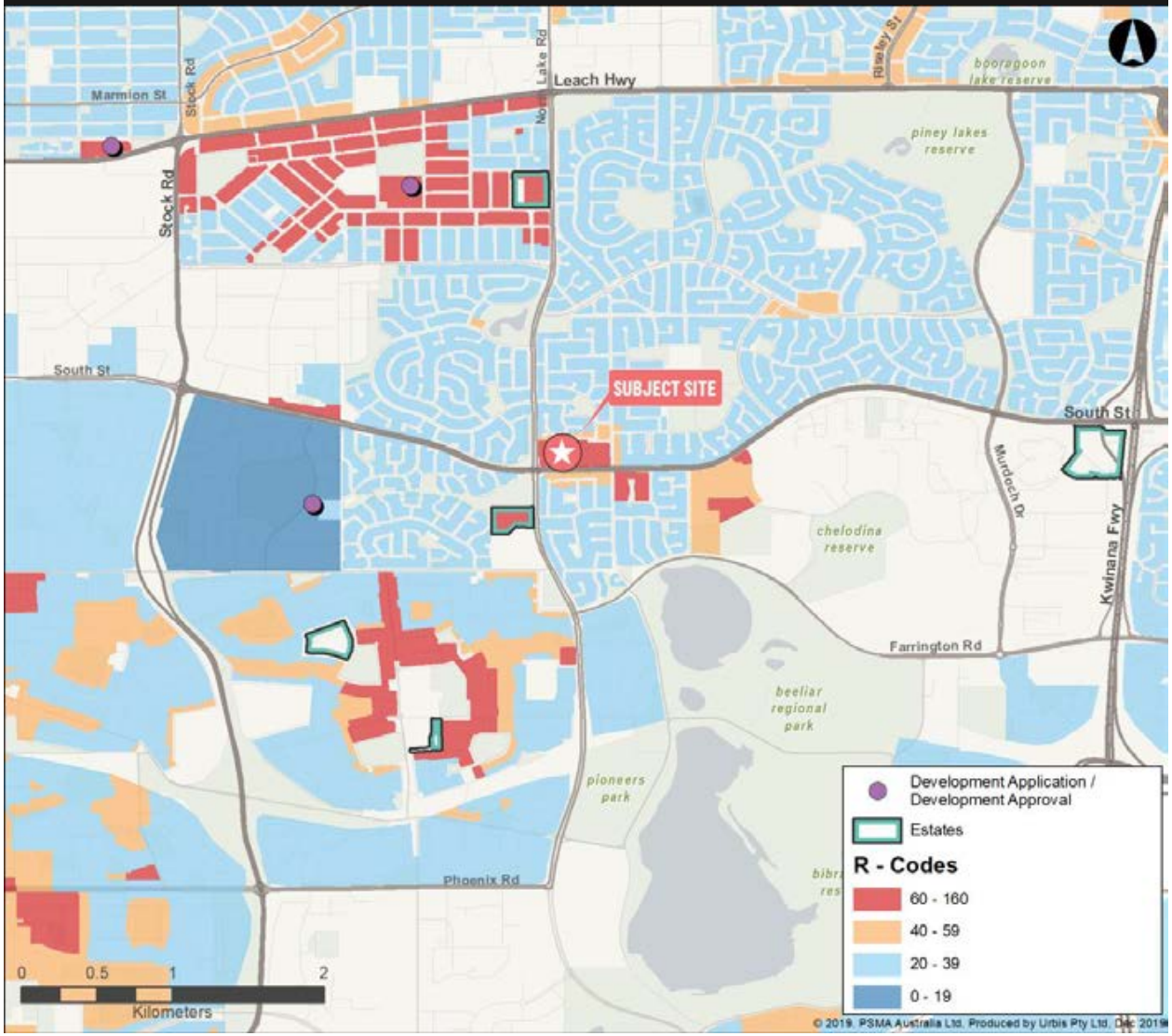
Source: Urbis

DEVELOPMENT CONTEXT

KEY INSIGHTS

- Re-zoning of areas surrounding Kardinya Park is supporting small scale sub-divisions and unit development.
- The City of Cockburn increased zoning in the Coolbellup suburb and this is supporting low rise apartment / unit development, townhouses and sub-divisions. As a result, .id Consulting forecasts developed for the City show that this area is expected to see its population increase 60.9% between 2019 and 2041.
- The City of Melville increased zoning in the north of Willagee and this is supporting increased development alongside the Carawatha development. Forecasts developed for the City of Melville show that this suburb is expected to see its population increase 53.7% between 2019 and 2036.
- Within the suburb of Kardinya, zoning supports moderate sub-division of existing large lots. Whilst the level of development based on current zoning is limited in the near term, the suburb is expected to experience moderate population growth as a result. Forecasts developed for the City of Melville show that this area is expected to see its population increase 13% between 2019 and 2036.
- 51ha of land surrounding the activity centre is expected to see a zoning increase with the adoption of the ACP, which will be equivalent to approximately 1,216 net dwellings being added to the primary catchment of the centre (at a 50% uptake rate), which is broadly equivalent to 3,040 additional residents in the primary catchment when the development is realised.

RESIDENTIAL ZONING MAP



Source: Urbis, DPLH, Local Schemes

STUDENT/WORKER CATCHMENT

KEY INSIGHTS

- In addition to the resident catchment, Kardinya Park benefits from proximity to Murdoch University, the Murdoch Health and Knowledge Precinct and numerous service industry and industrial areas such as Bibra Lake and O'Connor.
- There are estimated to be approximately 24,000 students enrolled at Murdoch University, with the vast majority studying at the South Street campus. Murdoch University is increasing its efforts to attract international students and is expected to continue to support increased student numbers over the coming years.
- There are number of key employment precincts in the wider area that accommodated an estimated 57,500 workers in 2016.

STUDENT ENROLMENTS, MURDOCH UNIVERSITY, 2001-18



Source: Murdoch University Annual Reports, 2001-2018

ESTIMATED JOBS BY AREA, 2016

Region	Workers
Fremantle	16,587
Booragoon	7,109
Murdoch - Kardinya	13,618
Bibra Industrial	8,988
O'Connor (WA)	4,338
Melville	6,902

Source: ABS Census of Population and Housing, 2016

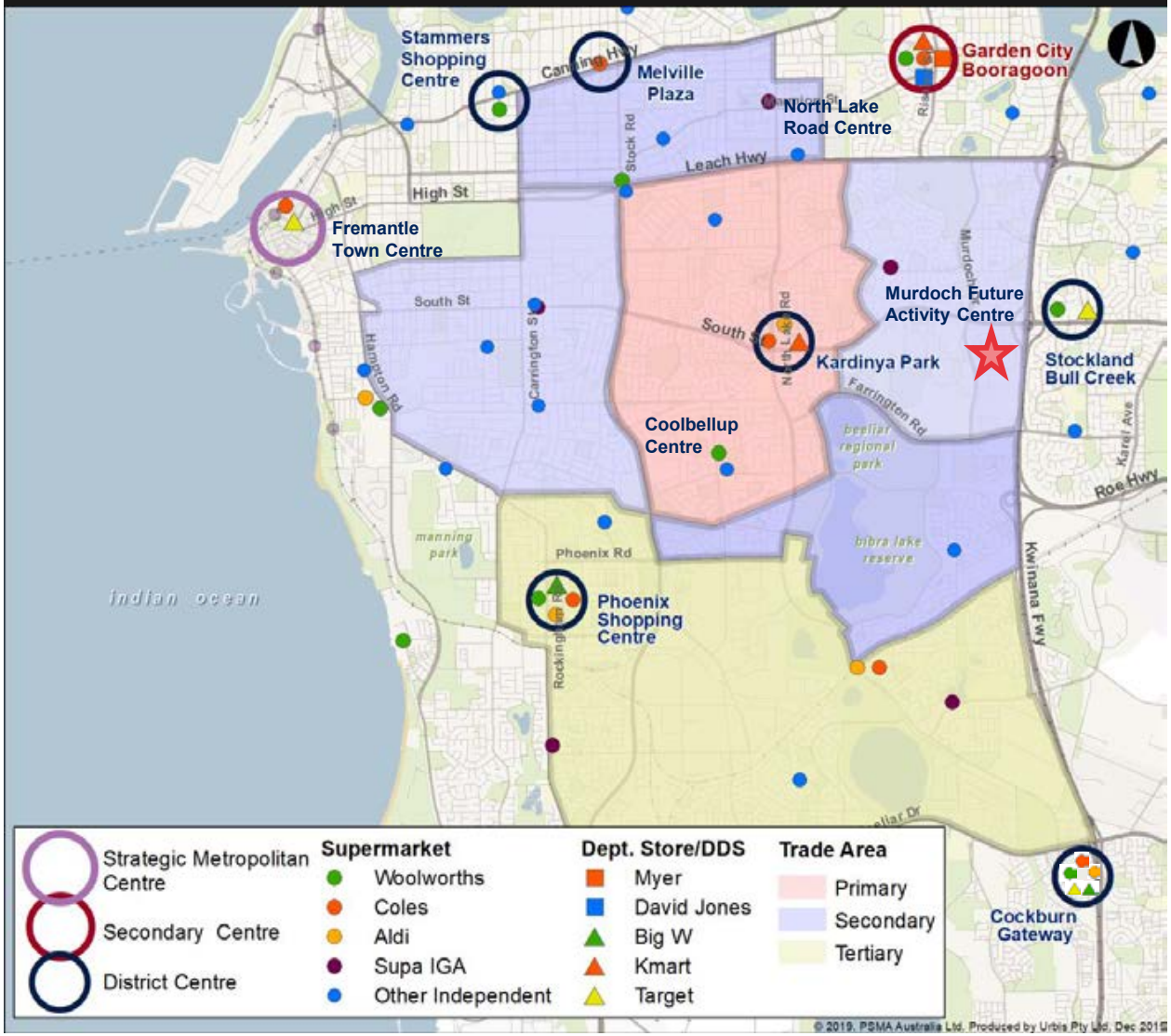
SECTION THREE
TRADE AREA PROFILE

TRADE AREA DEFINITION

KEY INSIGHTS

- The defined trade area for Kardinya Park was based on:
  - The supply and mix of retail at the Kardinya Park activity centre and at surrounding centres;
  - The accessibility of the centre compared to other centres;
  - Physical barriers that may limit access (such as Kwinana Freeway);
  - Surveying of residents in surrounding areas; and
  - Previously defined trade areas for this centre.
- Limited comparable offerings to the west and accessibility along South Street suggest that the centre services residents located in suburbs to the west such as Beaconsfield and Hilton. This is confirmed by the resident survey which demonstrated that the centre is well used by residents in this trade area.
- Whilst the centre is easily accessible to areas to the east, its catchment is expected to be limited by the offering at Stockland Bull Creek.
- A secondary north trade area was defined for the parts of Melville and Palmyra located north of Leach Highway to reflect the accessibility of the centre. The market shares for this trade area are however expected to be relatively low.
- A tertiary trade area has been defined to the south. This tertiary trade area was defined based on relatively high usage noted in the resident survey (primarily driven by the Kmart offering – the only Kmart between Booragoon and Rockingham) and accessibility via North Lake and Stock Roads (on average, the drivetime is less than 10 minutes for residents in this trade area).

TRADE AREA, KARDINYA PARK ACTIVITY CENTRE



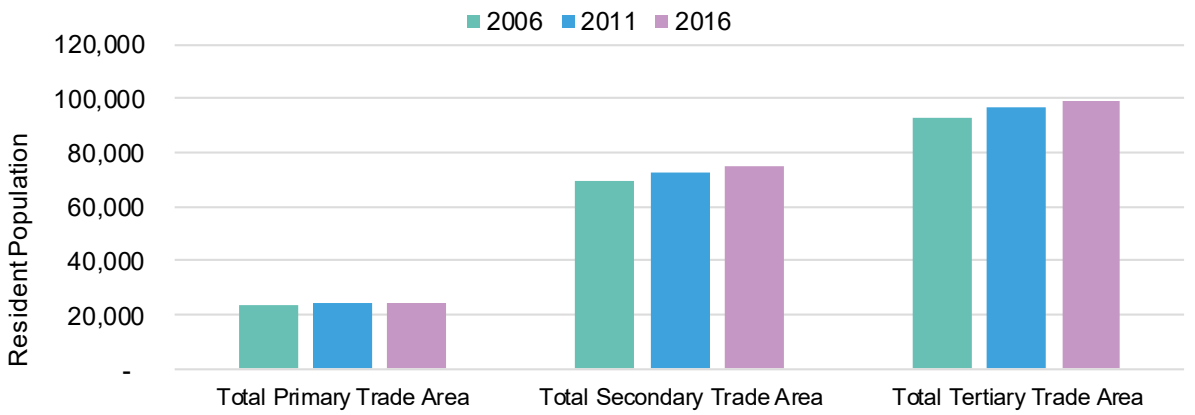
Source: Urbis

RESIDENT POPULATION

KEY INSIGHTS

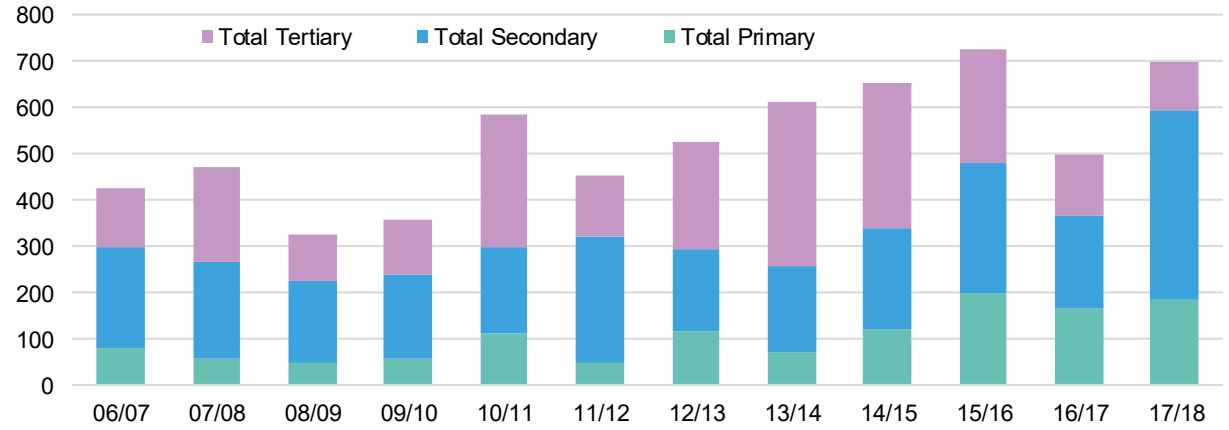
- The aforementioned infill developments and re-zoning has supported notable population growth over the past decade.
- The estimated resident population within the main trade area grew by 8.4% from 2006 to 2016. A more recent decline in population was influenced by inflated rental vacancies which were above 5% in 2017 in the surrounding area (defined as postcode 6163). The vacancy rate as of September 2019 had declined to 2.0%.
- The population in the trade area is expected to continue to grow in the near term as a result of building activity equivalent to approximately 700 dwelling approvals in 2017/18, including approximately 200 dwelling approvals within the primary trade area.

HISTORICAL POPULATION GROWTH, TRADE AREA



Source: ABS

DWELLING APPROVALS, TRADE AREA, 2006-18



Source: ABS

RESIDENT POPULATION

KEY INSIGHTS

- The forecast resident population in the trade area is based on the following information.
  - The latest Estimated Resident Population (ERP) figures to June 2018 (released by the ABS). This latest data is provided at a Statistical Area 1 (SA1) geography level, thus providing an accurate estimate of resident population for the trade area.
  - New dwelling approvals data prepared by the ABS to June 2018. This data provides an indication of potential short term dwelling development activity and resident population growth.
  - Small Area Forecast Information (SAFI) prepared by .id Consulting (which also supplies population forecasts to the City of Melville.
  - A review and analysis of current and proposed residential developments in the catchment area, including the zoning increase in the ACP area.
- Currently (at June 2018) the main trade area's population is estimated at approximately 78,430 people. As noted above, the resident population was estimated to have declined primarily due to inflated rental vacancy rates which have subsequently declined by three percentage points over the past two years in the Kardinya area (according to SQM Research). The rental vacancy decline alone is estimated to equate to approximately 250 dwellings in the main trade area.
- Moderate population growth is assumed over the 2018-23 period equivalent to 542 residents per annum. This is expected to be supported by growth within the primary catchment in developments such as Gallery and small-scale developments in the suburb of Coolbellup and Willagee. The Secondary West trade area is also expected to have notable growth supported by infill developments.

RESIDENT POPULATION GROWTH

	2013	2018	2023	2028	13-18	18-23	23-28
Primary:							
Primary	25,940	25,250	26,460	28,360	-138	242	380
Secondary:							
East	11,480	10,930	11,560	12,770	-110	126	242
North	15,190	15,250	15,480	15,650	12	46	34
West	20,160	20,380	21,370	22,470	44	198	220
South	6,850	6,620	6,650	6,800	-46	6	30
Total Secondary	**53,680**	**53,180**	**55,060**	**57,690**	**-100**	**376**	**526**
Main Trade Area	**79,620**	**78,430**	**81,520**	**86,050**	**-238**	**618**	**906**
Tertiary:							
South	27,160	27,520	30,180	33,930	72	532	750
Total Trade Area	**106,780**	**105,950**	**111,700**	**119,980**	**-166**	**1,150**	**1,656**

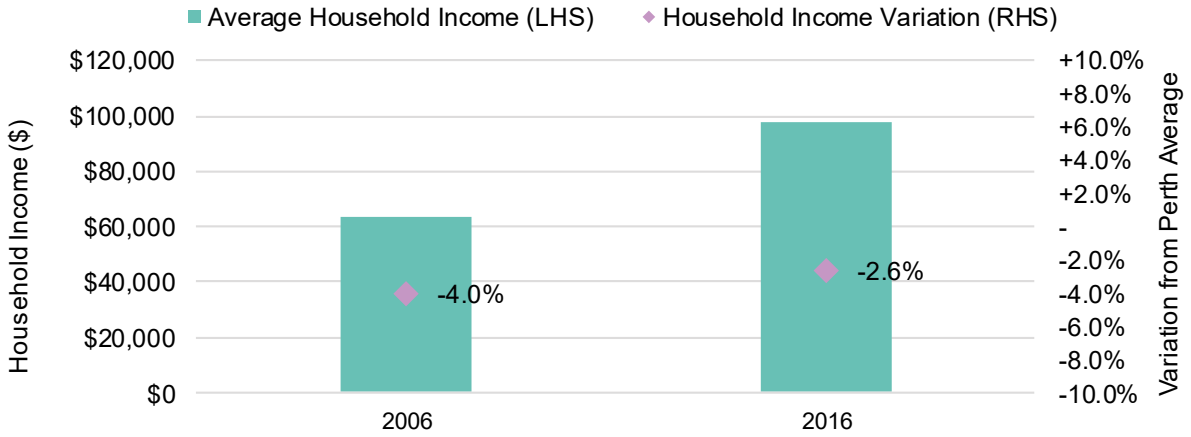
Source: Urbis, SAFi, ABS

RESIDENT ATTRIBUTES

KEY INSIGHTS

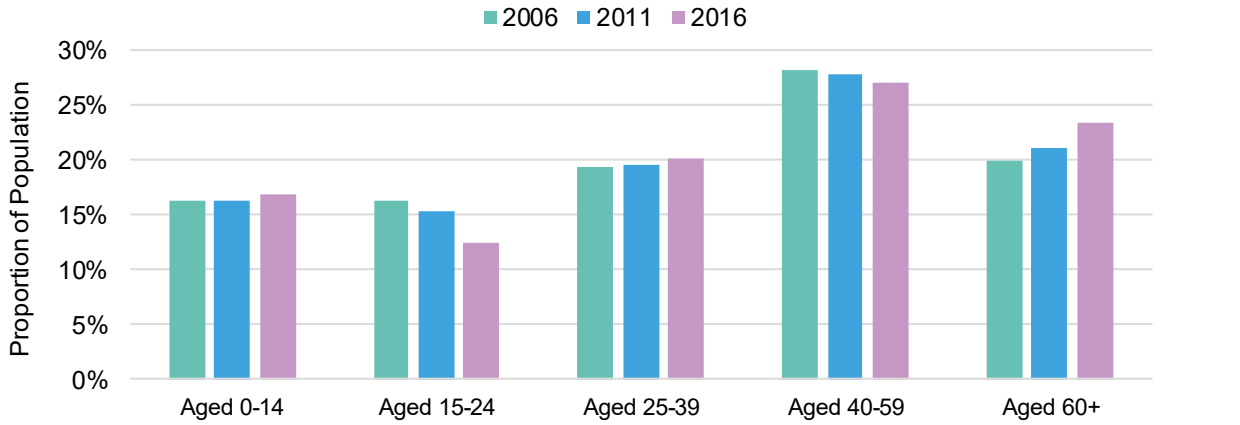
- Residents in the catchment have become more affluent in the period from 2006 to 2016. Over this period, the average household income in the Kardinya main trade area increased at a substantial rate – growing from $62,000 to $97,000 (an increase of 56%). The variance from the Perth average also declined from being 4% below the Perth average in 2006 to being 2.6% below in 2016.
- The age profile of residents in the catchment changed substantially from 2006 to 2016, with the proportion of residents aged over 60 increasing substantially while the proportion of young adult residents aged between 15-24 declined.

CHANGE IN INCOME, 2006-2016, TRADE AREA



Source: ABS Census of Population and Housing

CHANGE IN AGE PROFILE, 2006-2016, TRADE AREA



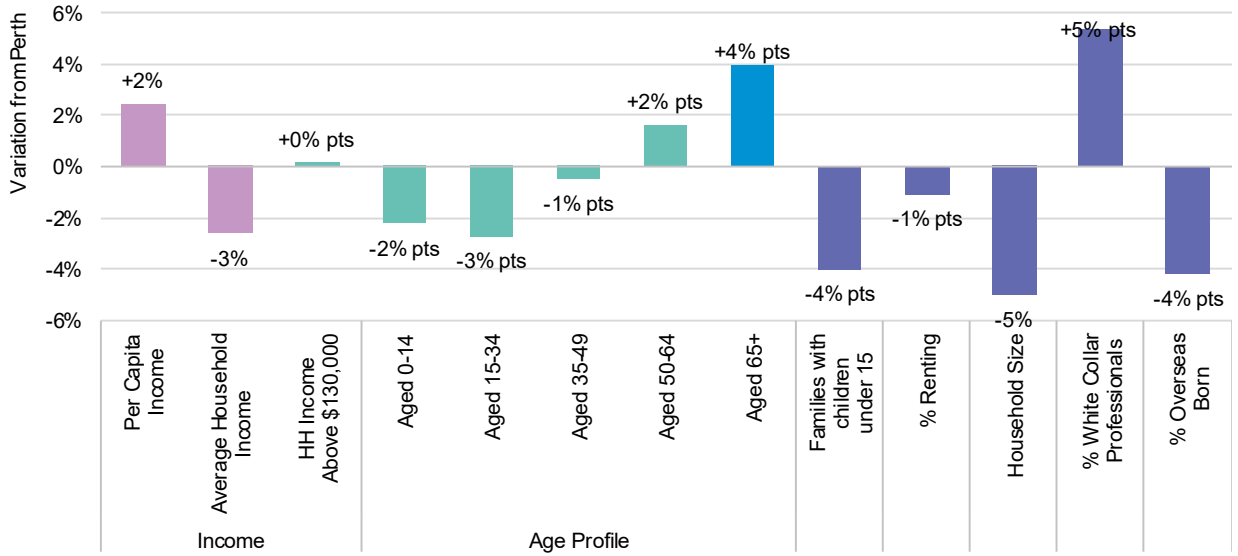
Source: ABS Census of Population and Housing

RESIDENT ATTRIBUTES

KEY INSIGHTS

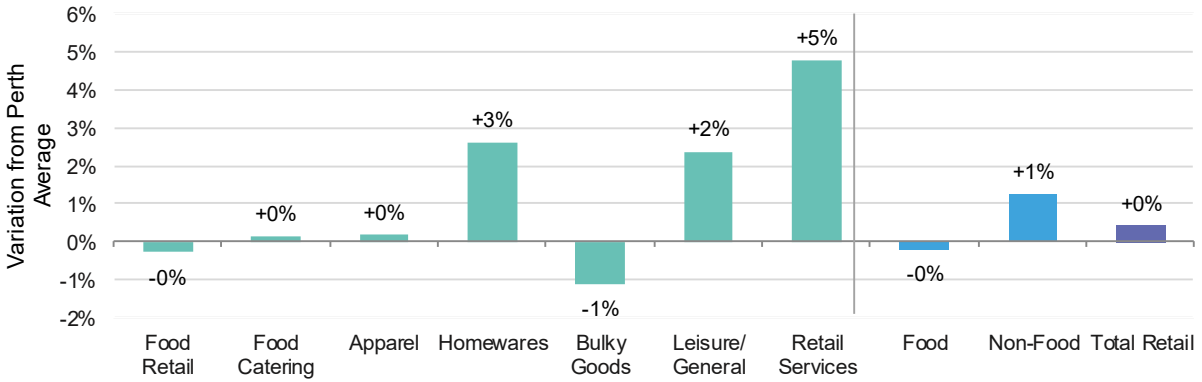
- The level of future expenditure and retail demand in the trade area will be influenced by the socio-economic profile of current and future residents.
- Based on data from the 2016 Census of Population and Housing, the demographics of the catchment area reflect the established nature of the area with a high representation of older residents and lower representation of young families.
- Trade area residents are estimated to have moderately above average retail expenditure compared to the metropolitan Perth average (0.5% above). There is estimated to be a particularly higher level of spending on retail services (e.g. hairdressers, nail salons) and leisure and homewares goods and services.
- The retail spending market was estimated using MarketInfo – a micro-simulation model developed by MDS Market Data Systems Pty Ltd. This model is based on information from the ABS' Household Expenditure Survey (HES), the Census of Population and Housing and other information sources that provide up-to-date information on changes in spending behaviour and/or income levels (e.g. Australian National Accounts, Australian Taxation Statistics, etc.). MarketInfo is used widely by stakeholders in the retail industry and by other consultants preparing Retail Sustainability Assessments/Economic Impact Assessments.
- The model uses micro-simulation techniques to combine propensity to spend on particular commodities with the socio-economic characteristics of individuals to derive spending per capita estimates on a small area basis (i.e. the Statistical Area 1 level).

KEY DEMOGRAPHIC CHARACTERISTICS, MAIN TRADE AREA RESIDENTS



Source: ABS, Urbis

EXPENDITURE PER CAPITA VARIATION, MAIN TRADE AREA RESIDENTS



Source: ABS, Urbis

RESIDENT EXPENDITURE

KEY INSIGHTS

- The current and forecast annual retail spend generated by residents in the trade area was estimated. In the year to June 2018, retail expenditure was estimated at $1,375 million in the main trade area.
- The forecast growth in retail expenditure by trade area residents was influenced by the following assumptions and inputs.
  - Forecast population growth outlined above (e.g. ~0.8% per annum over 2018-23 period in the main trade area).
  - Retail spend per capita of 0.4% p.a. and 0.9% p.a. over the 2018-23 and 2023-28 periods respectively. The forecasts allow for lower growth in the short term in line with the current softer economic environment and the expectation for more normalised growth (particularly wages growth) from 2023 onwards. Growth rate assumptions vary across retail categories, with growth rates forecast to be strongest for food retail and food catering over the 2013-28 period.
  - No allowance for future inflation, with future spending expressed in constant 2018 dollar terms.
- Over the five years to 2023, annual retail expenditure generated by residents in the main trade area is forecast to increase by an average of $14 million p.a. (1.2% p.a.). With population growth forecast to increase after 2023, expenditure is forecast to increase at a rate of $26 million p.a. in the five years to 2028.

ESTIMATED RETAIL SPENDING BY PRODUCT GROUP ($2018), TRADE AREA

	Food Retail	Food Catering	Apparel	Home-w ares	Bulky Goods	Leisure/ General	Retail Services	**Total Retail**	*Annual Growth*	= *Pop Growth*	+ *Per Cap Spend Growth*
Primary Trade Area:											
2013	165	42	36	28	43	43	14	**371**			
2018	172	42	33	25	38	44	13	**369**	*-0.1%*	*-0.5%*	*0.4%*
2023	183	45	36	27	41	48	14	**394**	*1.3%*	*0.9%*	*0.4%*
2028	203	52	41	31	47	54	16	**442**	*2.3%*	*1.4%*	*0.9%*
Main Trade Area:											
2013	512	132	114	90	139	137	46	**1,171**			
2018	540	135	108	81	124	144	44	**1,176**	*0.1%*	*-0.3%*	*0.4%*
2023	570	144	114	87	132	153	47	**1,247**	*1.2%*	*0.8%*	*0.4%*
2028	620	161	127	98	147	170	51	**1,375**	*2.0%*	*1.1%*	*0.9%*
Total Trade Area:											
2013	685	171	147	116	180	177	59	**1,536**			
2018	728	176	139	105	163	188	56	**1,555**	*0.2%*	*-0.2%*	*0.4%*
2023	779	191	149	114	175	202	60	**1,670**	*1.4%*	*1.1%*	*0.4%*
2028	863	217	169	130	198	229	67	**1,873**	*2.3%*	*1.4%*	*0.9%*

Source: Urbis, Marketinfo, ABS

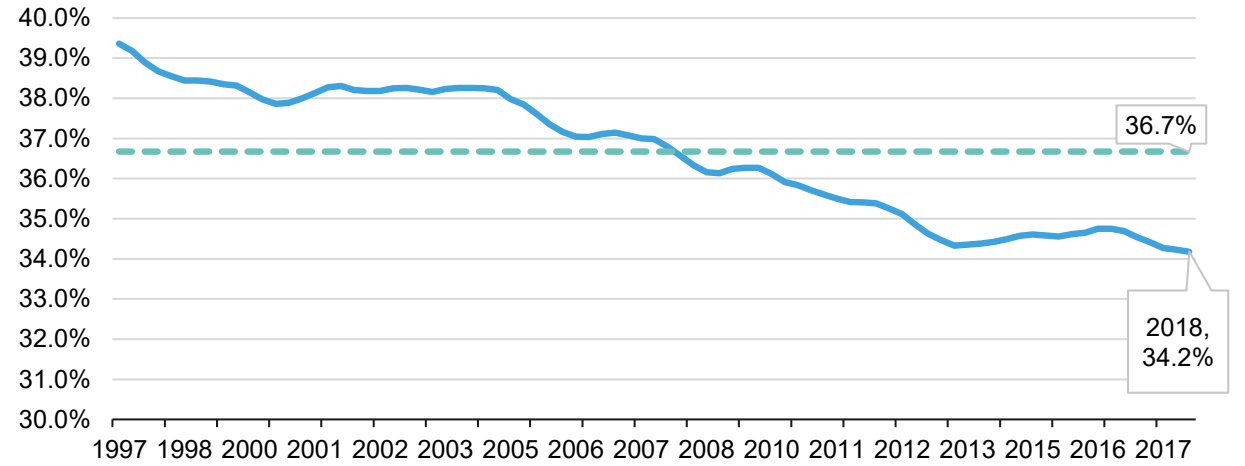
SECTION FOUR
NEEDS ASSESSMENT

CONSUMER SPENDING

KEY INSIGHTS

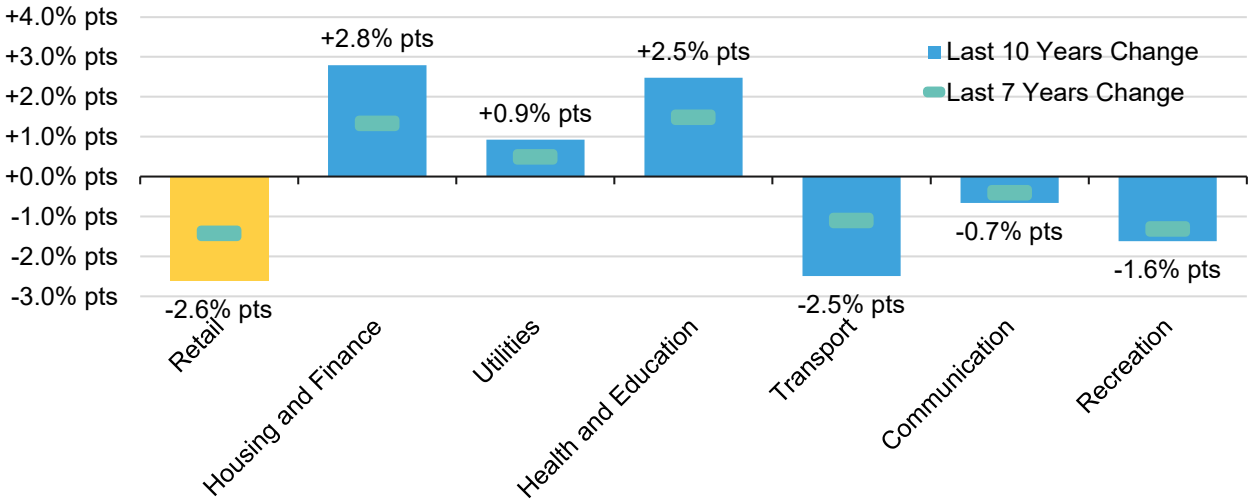
- Retail is a rapidly evolving sector and a key driver of this change is consumer spending patterns.
- Influenced by economic, social, technology and other factors, the overall share of household spending to retail declined by approximately 6 percentage points over the past two decades.
- Private schooling, health, mortgages, electricity prices and other costs now consume a much greater share of household budgets. This is a trend that has played out nationally and within Perth.
- A further influencing factor has been deflation within certain retail categories which has been influenced by price competition and import markets.
- Overall, the reduced share of spending to retail is driving a need for centres to truly re-position as activity centres with a diverse range of uses.

RETAIL SHARE OF HOUSEHOLD SPENDING, AUSTRALIA, 1997-2018



Source: Urbis, ABS

HOUSEHOLD SPENDING CHANGE BY CATEGORY, AUSTRALIA, 2018



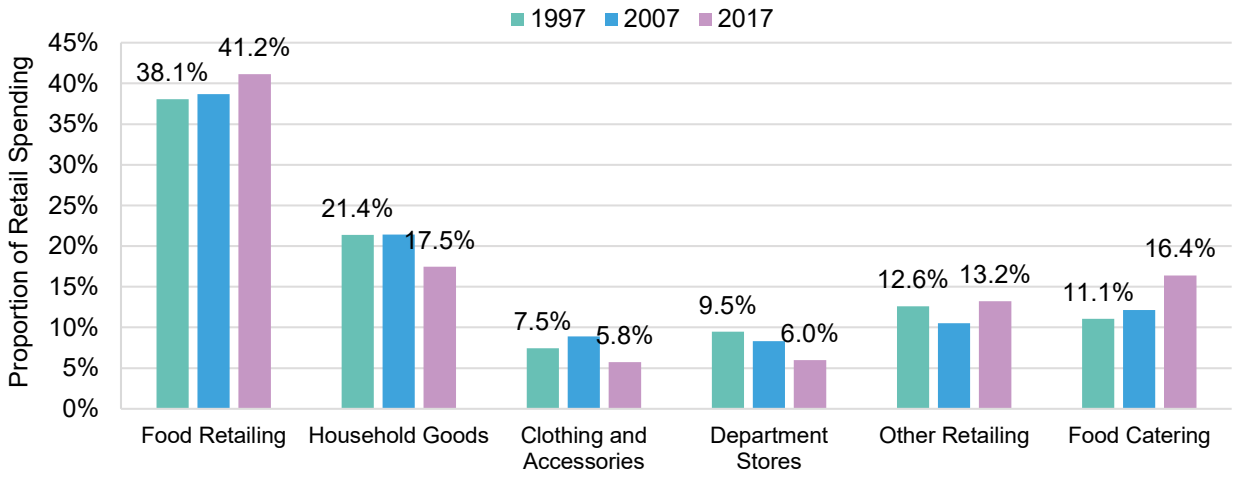
Source: Urbis, ABS

CONSUMER SPENDING

KEY INSIGHTS

- Within the retail spending market, there are mixed fortunes across retail categories.
- Of note to the expansion proposal for Kardinya Park, consumers are prioritising food and dining with spending increasing at above average rates for this category at the expense of apparel categories.
- Categories such as apparel are being particularly influenced also by online spending which has created a greater imperative for centres to diversify tenancies.
- As a result in the significant shift in retail expenditure, retail gaps have emerged in established markets across the country. This is relevant for Kardinya Park and the established retail hierarchy which to date is based primarily on a mix of retail that was appropriate two decades ago.

RETAIL SPENDING SHARES BY CATEGORY, WESTERN AUSTRALIA



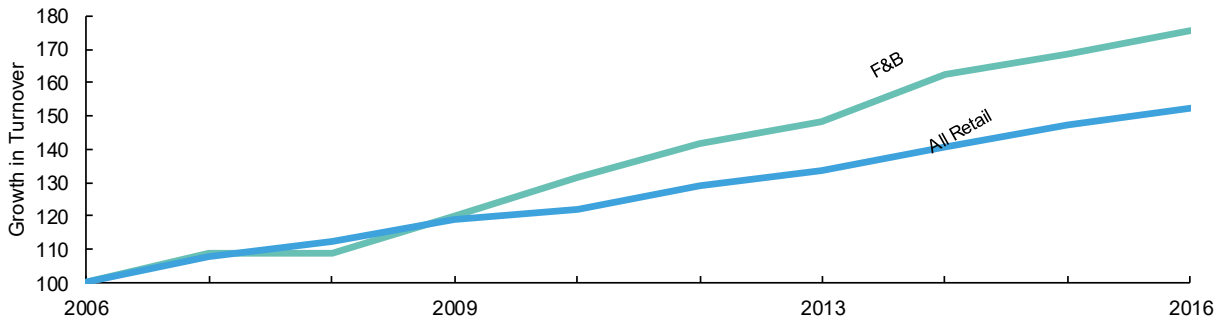
Source: Urbis, ABS

CONSUMER SPENDING

KEY INSIGHTS

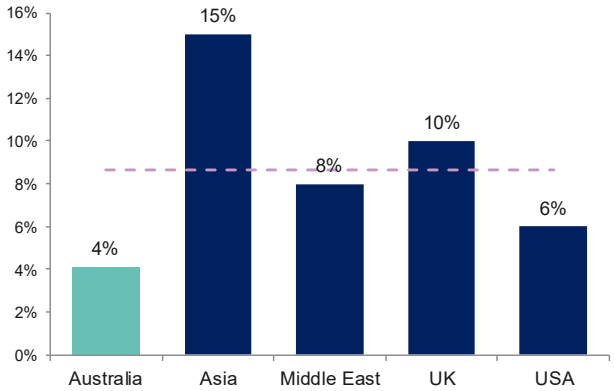
- Urbis has completed research on the importance of entertainment and leisure precincts at centres to remain relevant.
- Food and beverage turnover for centres has been growing at a faster rate than the turnover growth rate for retail in general in the period from 2006 to 2016. This growth has begun to be met by expanding food and beverage options at large regional centres, but has not been pursued by smaller centres as aggressively.
- Internationally, Australian retail centres fall behind their international counterparts in terms of the proportion of food and beverage floorspace. Given that Asian retail centres have food and beverage floorspace accounting for 15% of total retail floorspace, the potential opportunity being missed by Australian centres is considerable.

GROWTH IN SHOPPING CENTRE TURNOVER, AUSTRALIA, 2006-16

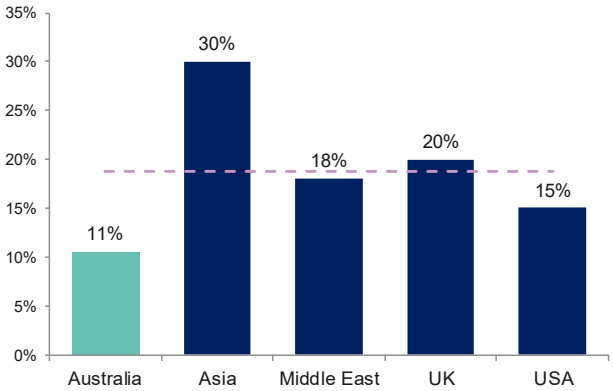


Source: Urbis

CENTRE F&B FLOORSPACE (% OF TOTAL)



CENTRE F&B FLOORSPACE (% OF SPECIALTY)



Source: Urbis
n.b. F&B excludes supermarket and grocer turnover

FUTURE RETAIL MARKET

KEY INSIGHTS

- The main trade area will eventually accommodate upwards of 86,050 residents by 2028 which would generate over $1.38 billion in retail expenditure (in 2018 dollar terms). This market size will support a range of additional supermarkets, convenience based retailing, food catering tenancies, homewares and apparel retailers, non-retail services, and entertainment, commercial and community facilities.
- Kardinya Park will need to play a role in providing shops and facilities that adequately address the requirements of residents within the trade area, students and workers.
- An estimate of indicative supportable floorspace for relevant PLUC 5 (shop retail) was undertaken based on retail expenditure forecasts and the application of average sales densities informed by the Urbis Shopping Centre Benchmarks survey. The analysis found that the quantum of supportable floorspace is expected to increases significantly across a range of categories.
  - Food catering – up 4,200 sq.m over 2013-28 period in the total trade area.
  - Leisure / general – up 8,500sq.m over 2013-28 period in the total trade area.
  - Food Retail – up 18,600sq.m over 2013-28 period in the total trade area.

SUPPORTABLE FLOORSPACE CAPACITY (SQ.M GLA)

	Food Retail	Food Catering	Apparel	Home-w ares	Leisure/ General	Retail Services	**Total Retail**
Primary Trade Area:							
2013	17,407	5,962	10,270	5,570	7,124	2,355	**48,688**
2018	18,139	6,033	9,556	4,933	7,409	2,225	**48,295**
2023	19,297	6,486	10,242	5,337	7,941	2,370	**51,673**
2028	21,343	7,369	11,584	6,117	8,981	2,656	**58,050**
Main Trade Area:							
2013	53,927	18,810	32,667	18,061	22,813	7,703	**153,980**
2018	56,882	19,250	30,725	16,184	24,010	7,364	**154,415**
2023	60,003	20,523	32,652	17,363	25,511	7,775	**163,827**
2028	65,312	22,961	36,374	19,594	28,392	8,575	**181,208**
Total Trade Area:							
2013	72,151	24,457	41,921	23,217	29,567	9,766	**201,080**
2018	76,644	25,196	39,686	20,935	31,320	9,392	**203,173**
2023	82,009	27,215	42,705	22,744	33,713	10,036	**218,423**
2028	90,844	30,935	48,301	26,063	38,122	11,233	**245,498**

Source: Urbis

CINEMA CAPACITY

KEY INSIGHTS

- Our assessment of cinema capacity within the total trade area suggests that approximately 10 screens could currently be supported in the trading area.
- While there are no cinemas within the trade area itself, the 8-screen cinema complex at Hoyts Garden City, and the 4-screen complex at Hoyts Fremantle would currently be catering to part of this demand within the trade area
- Given that the catchment for this cinema would extend further south than the trade area for the retail centre does (there are no cinemas to the south before Rockingham) there is likely capacity for a 6-7 screen cinema offering integrated into the food and beverage precinct.

CINEMA CAPACITY ANALYSIS

	2018	2023	2028	2033
Trade Area Population	105,950	111,700	119,980	126,684
Australia Capital City Average Per 100k People	*9*	*9*	*9*	*9*
Supportable Screens	9.5	10.1	10.8	11.4

Source: Urbis

SECTION FIVE
IMPACT ASSESSMENT

IMPACT ASSESSMENT METHODOLOGY

Impact Assessment Overview

An impact assessment is expected to provide an indication of the trading environment and average trading conditions within which retailers operate, and implications for likely turnover declines or gains on average for the retailers involved.

Key Assumptions of an Assessment

Because an impact assessment forecasts how groups of people are likely to alter their shopping behaviour in response to a given change in the competitive environment, it is not possible to estimate individual retailer impacts or each group of retailers in each location.

Therefore in any impact assessment of this type it is not possible to estimate impacts on any specific individual retailer. The impact on any one individual retailer or any small group of retailers in a given location would depend on many factors (e.g. retailer profitability), some of which are within their control. The actions which each of these retailers take will determine the eventual impact on each, and furthermore the actions which they each take will also determine the eventual impact on the other retailers involved.

All of these factors need to be kept in mind when considering the likely impact of any relocation and expansion of a retailer within the existing retail network. Existing retailers are not passive participants but rather will play a major role in the eventual impact which they will experience.

Shopper behaviour is related to the satisfaction of particular requirements. Decisions made regarding where to shop are based on a number of judgements, including relative accessibility, availability of particular retailers, convenience, variety, carparking and others. As a result, residents like to spread their purchases across a wide variety of shopping centres and areas, and use the full range of facilities available to satisfy particular needs.

The method of analysis used to assess the impacts on individual centres from a retail development is based on a 'competitive usage' model. This model is based on the principle that if shoppers choose to direct some of their retail expenditure to the subject development proposal, then they will reduce their expenditure at other centres in a similar proportion to their usage of each centre or location (reflected by each centre's market share from the various trade area sectors). In assessing the potential impacts on other centres in the hierarchy we have adopted a 'turnover allocation approach'.

The assessment of impacts on specific retail centres relies upon an understanding of the existing turnover and level of usage of centres in the trade area and beyond. The model estimates the degree to which various shopping locations within and beyond the trade area are used for retail shopping, by allocating a proportion of turnover to each trade area sector (i.e. source of sales). These estimates result in market share calculations for each competitive centre, and thereby form the basis of which the impact of the proposed retail development is distributed to all other centres used by residents of the trade area for retail shopping. This is commonly referred to as the 'one-off' impact.

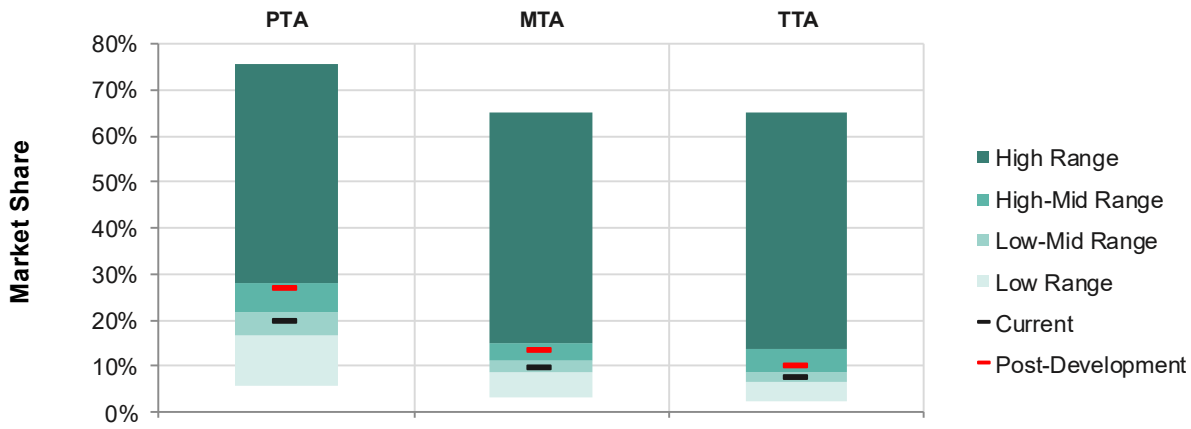
It is also relevant to consider the dollar impacts in relation to the turnover that would potentially be generated by these and other shopping centres over the intervening period. The impact analysis therefore details the turnover change, or net impact, which is expected for each centre/location, expressed as a reduction in turnover and as a percentage of the turnover level for each centre.

CENTRE FORECASTS

KEY INSIGHTS

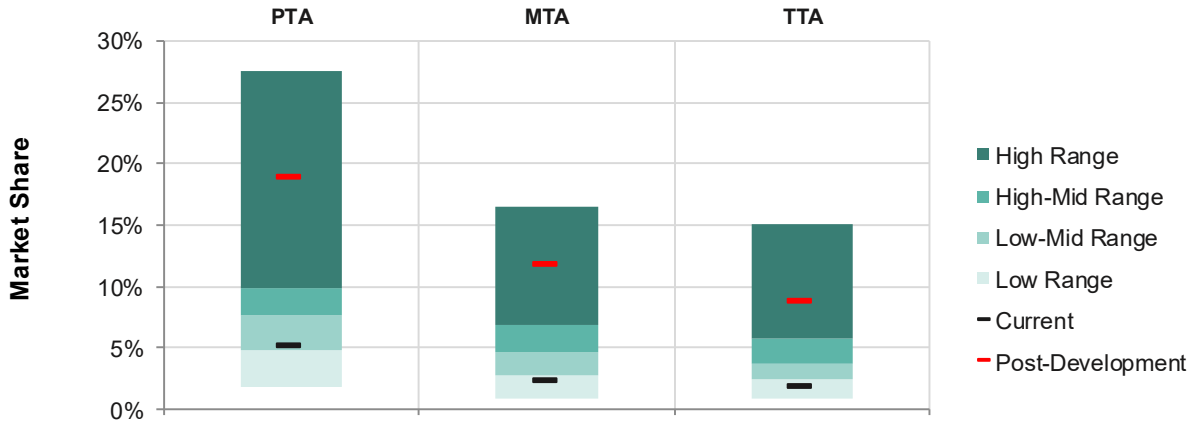
- Currently, the activity centre is estimated to have a low level of food retail and food catering market share compared to other sub-regional centres across Australia (being in the lowest quartile for both categories across all catchment boundaries).
- Following the redevelopment, market shares are expected to increase substantially for food catering while food retail is likely to remain in the lower bands post-development given the relatively small increases in this category.
- The relatively high food catering market share reflects the expected limited offering within other centres.

FOOD RETAIL BENCHMARK, SUB-REGIONAL CENTRES



Source: Urbis

FOOD CATERING BENCHMARK, SUB-REGIONAL CENTRES



Source: Urbis

CENTRE FORECASTS

KEY INSIGHTS

- Overall, retail market shares at the Kardinya Park Activity Centre are expected to increase substantially for food catering floorspace in the primary trade area, with total centre shares increasing from 5.2% to 17.7% in the primary catchment post development.
- Total retail market shares are expected to grow from 15.5% to 20.8% in the primary catchment following the development.
- The centre is additionally expected to benefit from trade outside the catchment related to workers, students and other visitors to the centre in addition to resident growth.

MARKET SHARES, KARDINYA PARK SHOPPING CENTRE

	Food Retail	Food Catering	Apparel	Home-w ares	Bulky Goods	Leisure/ General	Retail Services	**Total Retail**
Primary								
Current TO	19.6%	5.2%	21.3%	12.7%	4.3%	8.1%	41.7%	**15.5%**
No Development (2030)	19.3%	5.0%	20.8%	12.4%	4.2%	7.9%	40.8%	**15.1%**
Development (2030)	25.2%	17.7%	20.0%	16.6%	2.7%	15.9%	55.1%	**20.8%**
Total Trade Area								
Current TO	7.6%	1.8%	9.8%	5.7%	1.9%	3.7%	16.1%	**6.3%**
No Development (2030)	7.4%	1.8%	9.4%	5.5%	1.9%	3.5%	15.7%	**6.0%**
Development (2030)	10.1%	8.7%	9.5%	7.7%	1.3%	7.4%	22.2%	**8.9%**

Source: Urbis

FORECAST SPENDING, KARDINYA PARK SHOPPING CENTRE

	Food Retail	Food Catering	Apparel	Home-w ares	Bulky Goods	Leisure/ General	Retail Services	**Total Retail**
Primary								
Current TO	34	2	7	3	2	4	6	**57**
No Development (2023)	41	3	9	4	2	4	7	**70**
Development (2023)	53	10	9	5	1	9	9	**96**
Total Trade Area								
Current TO	55	3	14	6	3	7	9	**97**
No Development (2023)	66	4	17	8	4	8	11	**118**
Development (2023)	90	20	17	11	3	18	16	**174**

Source: Urbis

INDICATIVE CENTRE PERFORMANCE

KEY INSIGHTS

- The turnover of each relevant impacted centre has been estimated using a combination of available published data from the Property Council's survey of shopping centres and from annual reports.
- Where published data was not available, Urbis retail benchmarks were used to generate a turnover volume consistent with other centres with same components (e.g. single supermarket based centres, single DDS based centres).
- The turnover per square metre of GLA does not necessarily imply whether a centre is trading well given it is influenced by the tenancy mix. However, relevant centres are, on average, seen to be trading above Australian benchmark levels. Thus, the impact of the proposed expansion is considered to be less significant than it would for a lower performing centre.
- It should be noted that the Murdoch specialised activity centre features an indicative level of current turnover which is comprised of the small retail offering currently on the Murdoch university campus.

KEY IMPACTED CENTRES

	Current (2019)		
	Estimated Retail Turnover ($M)	Retail GLA (sq.m)	Turnover per Sq.m of GLA ($)
Kardinya Park	***108.1***	***15,223***	***$7,103***
Strategic Metropolitan Centre			
Fremantle Town Centre	459.1	65,023	$7,061
Specialised Activity Centre			
Murdoch Specialised Activity Centre*	12.1	1,500	$8,067
Secondary Centre			
Garden City	610.2	58,615	$10,410
Cockburn Gateway	361.7	44,825	$8,068
District Centre			
Stockland Bull Creek	105.5	16,209	$6,509
Livingston Marketplace	101.7	15,541	$6,544
Melville Plaza	87.0	8,627	$10,086
Phoenix Shopping Centre	110.1	20,826	$5,287
Stammers Shopping Centre	81.4	8,748	$9,305
Neighbourhood Centre			
North Lake Road	34.3	3,136	$10,938
Coolbellup Shopping Centre	60.3	6,700	$8,997

Source: Urbis

TURNOVER IMPACTS, 2030

KEY INSIGHTS

- Impacts on competing centres in 2030 are expected to be relatively modest, with the Fremantle Town Centre, and Garden City expected to experience the largest turnover impact (in dollar terms) due to the food and entertainment offerings in these centres.
- In smaller centres, the impacts are relatively subdued due to the proposed floorspace increases predominantly being in the retail specialties and food catering categories.
- The Kardinya Park expansion is unlikely to undermine the future development of the Murdoch Specialised Activity Centre, given fact that a large portion of expenditure the Murdoch development will capture will be from students, and workers in the future commercial development within the precinct.
- There are expected to be additional impacts than those identified in the table. This relates to spending impacts on, for instance, retailers in the Perth CBD and smaller centres.

IMPACT ON COMPETING CENTRES, 2030

	Est. Retail Turnover ($M)			Turnover ($M)		Impact (%)	
	Current 2019	Pre-Dev 2030	Post-Dev. 2030	Current 2019	Pre-Exp 2030	Current 2019	Pre-Exp 2030
	(1)	(2)	(3)	(4)=(3)-(1)	(5)=(3)-(2)	(6)=(4)/(1)	(7)=(5)/(2)
Kardinya Park	***108.1***	***126.2***	***195.4***	***+87.3***	***+69.2***	***+80.7%***	***+54.8%***
Strategic Metropolitan Centre							
Fremantle Town Centre	459.1	487.5	480.3	+21.2	-7.1	+4.6%	-1.5%
Specialised Activity Centre							
Murdoch Specialised Activity Centre*	12.1	170.6	167.7	+155.6	-2.9	+1286%	-1.7%
Secondary Centre							
Garden City	610.2	1008.8	994.2	+384.0	-14.6	+62.9%	-1.4%
Cockburn Gateway	361.7	457.5	452.4	+90.7	-5.1	+25.1%	-1.1%
District Centre							
Stockland Bull Creek	105.5	128.9	124.2	+18.7	-4.7	+17.8%	-3.6%
Livingston Marketplace	101.7	123.0	122.1	+20.5	-0.9	+20.1%	-0.7%
Melville Plaza	87.0	97.8	94.7	+7.7	-3.1	+8.9%	-3.2%
Phoenix Shopping Centre	110.1	145.0	140.5	+30.4	-4.6	+27.6%	-3.1%
Stammers Shopping Centre	81.4	93.6	90.7	+9.3	-2.9	+11.4%	-3.1%
Neighbourhood Centre							
North Lake Road	34.3	39.4	38.1	+3.7	-1.3	+10.9%	-3.4%
Coolbellup Shopping Centre	60.3	71.7	68.9	+8.6	-2.8	+14.3%	-4.0%

**The 'current' offering at the Murdoch specialised activity centre is the existing IGA express within the university campus, and the associated food & beverage offerings.*
Source: Urbis

EMPLOYMENT GENERATION

KEY INSIGHTS

- Employment opportunities within the main trade area are somewhat limited, with most residents travelling outside of the catchment to work in major employment centres in Fremantle or inner Perth.
- An expansion of floorspace in the local area however allows more people to be employed closer to home.
- During the construction phase, the development is likely to yield approximately 620 construction jobs (in terms of full-time equivalent job years) given the substantial level of investment ($118m). This includes approximately 150 direct jobs.
- In terms of ongoing jobs, the retail expansion is likely to yield an additional 395 jobs. The non-retail uses are expected to support approximately 350 additional jobs in the centre.
- It should be noted that this development impact does not include the residential development that is likely due to occur following the increase in residential zoning on 51ha of residential land surrounding the activity centre, which will involve the development of 1,856 new dwellings (1,216 net dwellings).

CONSTRUCTION PHASE EMPLOYMENT

Impact Summary	Direct Effect	Supply-Chain Effect	Consumption Effect	Total Effect
Output ($M)	$118.2	$134.5	$56.3	$309.1
Employment (Jobs)	150	307	163	620
Wages and Salaries ($M)	$11.7	$28.0	$12.7	$52.5
Value-added ($M)	$24.9	$51.1	$29.8	$105.8

Source: Urbis, Remplan

ESTIMATED ADDITIONAL ONGOING EMPLOYMENT

Expansion Category	Land Use	SQ.M Per Employee	Expansion Floorspace	Estimated Jobs
Retail Expansion	Shop Retail	29	11,468	395
Commercial Office/Medical/Other Non-retail	Commercial	27	8,237	305
Cinema	Entertainment	93	4,100	44
Motor Vehicle Repair / Car Wash	Service	115	355	3
Total Jobs		**32**	**24,160**	**745**

Source: Urbis, DPLH Perth Land Use and Employment Service

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Project code	P0016864
Report number	FINAL

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Appendix 2: Cardno - Traffic Impact Assessment

Kardinya Activity Centre Structure Plan

Transport Impact Assessment Report

CW1087800



Prepared for
Dato Holdings Pty. Ltd.

15 May 2020

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1 Introduction

1.1 Background

Dato Holdings Pty Ltd has commissioned Cardno to prepare a Transport Report in support of the Structure Plan for the Kardinya Activity Centre. This report has been prepared to complete the 'Movement' component of the Structure Plan, in accordance with *State Planning Policy 4.2 Activity Centres for Perth And Peel*.

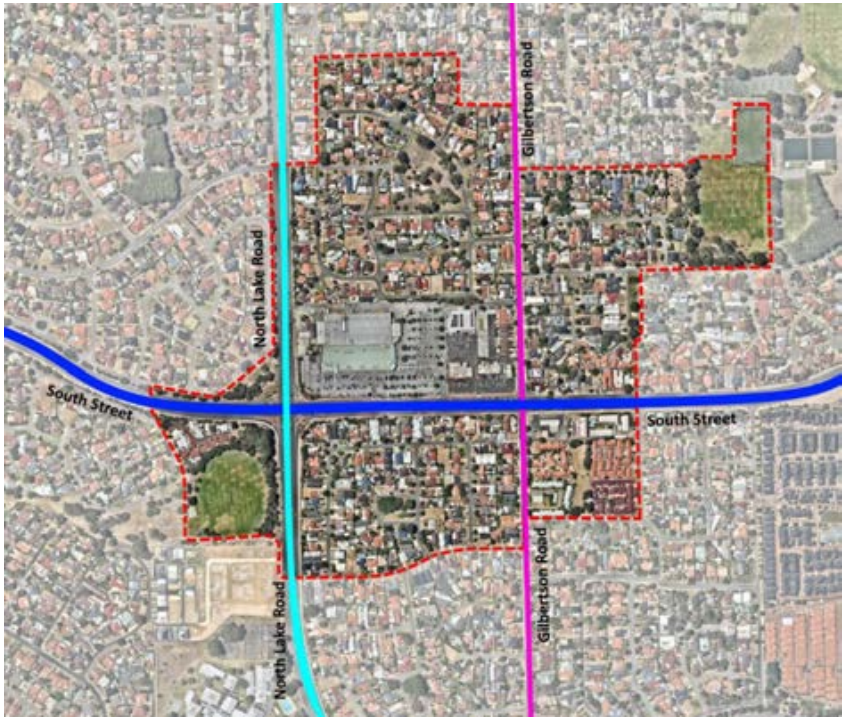
This report includes consideration of transport requirements, opportunities, constraints and assessment of potential future development scenarios both in the medium and long-term.

1.2 Activity Centre Context Plan

Kardinya Activity Centre is located within the City of Melville, 1.5km to the west of Murdoch University, 2km east of O'Connor Industrial Area, approximately 14km south of Perth CBD, 6.5km east of Fremantle.

The proposed structure plan includes development of the Kardinya Shopping Centre, as well as the area in the vicinity which currently comprises commercial development and residential neighbourhoods.

Figure 1-1 Kardinya Activity Centre Site Location



1.3 Points of Arrival

The points of arrival experienced by visitors to the Activity Centre is influenced by their chosen transport mode. As such, the key entrance locations should be designed to accommodate the desired transport modes.

1.3.1 Private Vehicles

The main approach routes to the Kardinya Activity Centre includes South Street from the west and east, and North Lake Road from the north and south. South Street bisects the activity Centre and is a preferred route for local traffic accessing the Activity Centre as it is connected to Kwinana Freeway further east.

Gilbertson Road acts as a local distributor, connecting residential areas with the major road links.

1.3.2 Public Transport

The Activity Centre benefits from excellent opportunities for public transport services, with bus stops located along South Street, connecting major attractors outside of the Activity Centre. These bus stops, and the pathways in their immediate vicinity define the point of arrival for public transport trips.

1.3.3 Pedestrians and Cycling

The existing environment along the Primary Road network is not conducive to pedestrian and cycling trips for the majority of purposes. These roads are hostile for on-road cycling and have limited provision within the verge area to attract active transport users.

As such, active transport to the Activity Centre is expected dominated by short-distance trips from the adjacent residential catchments. Key points of arrival are therefore related to crossing points at intersections and mid-block.

1.4 Key Sites

Key sites within the Activity Centre core include the Kardinya Shopping Centre and adjacent commercial developments adjacent. These sites are located on the north side of South Street.

2 Existing Situation

2.1 Road Network

The MRWA Metropolitan Functional Road Hierarchy (MFRH) classifies the roads within Kardinya Activity Centre as shown in **Table 2-1**.

Table 2-1 Road Hierarchy

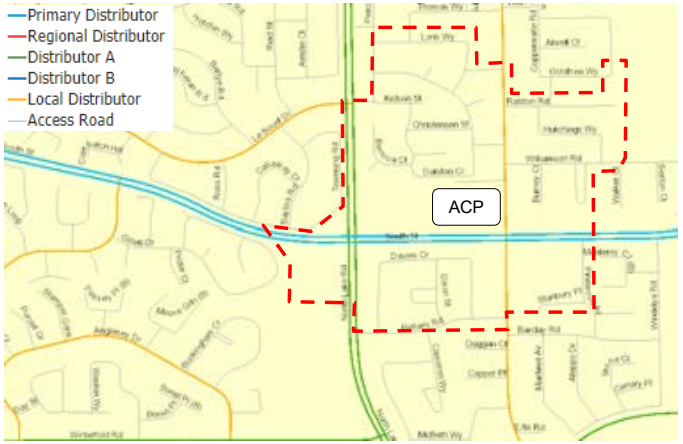
Street Name	MRFH Category
South Street	Primary Distributor
North Lake Road	Distributor A
Le Souef Drive	Local Distributor
Gilbertson Road	Local Distributor
Petterson Avenue	Local Distributor
Other Roads	Access Road

These classifications are defined in the MFRH as follows:

- **Primary Distributors:** These provide for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes and all are National or State roads. They are managed by Main Roads.
- **District Distributor A:** These carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- **Local Distributors:** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- **Access Roads:** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

Figure 2-1 shows the MRFH map for the Kardinya Activity Centre

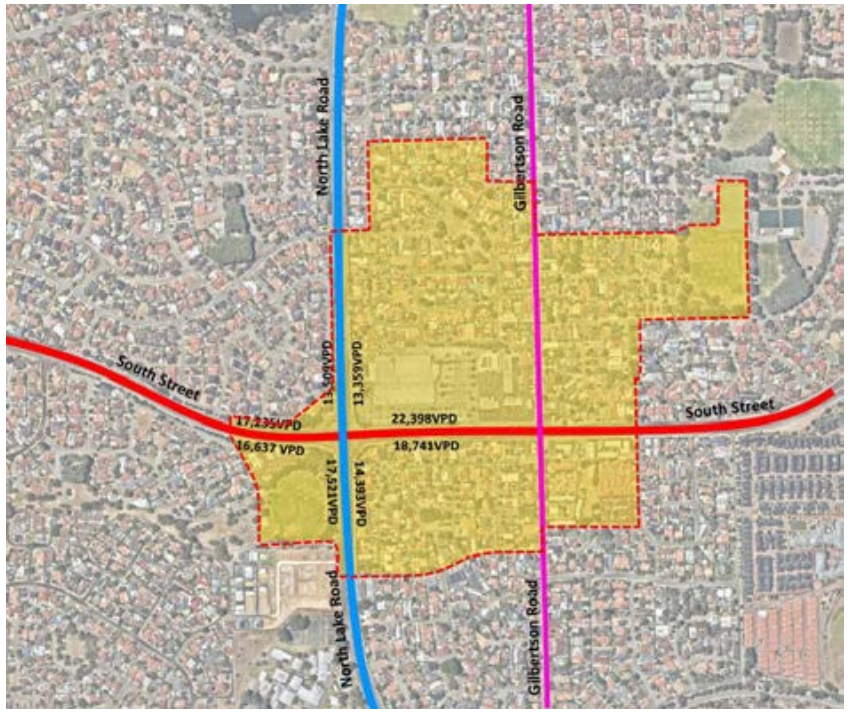
Figure 2-1 Main Roads Functional Road Hierarchy



2.2 Traffic Volumes

The existing traffic volumes has been obtained from Main Roads Traffic Map and SCATS data, as shown in **Figure 2-2**.

Figure 2-2 Existing Traffic Volumes



Source: Nearmap

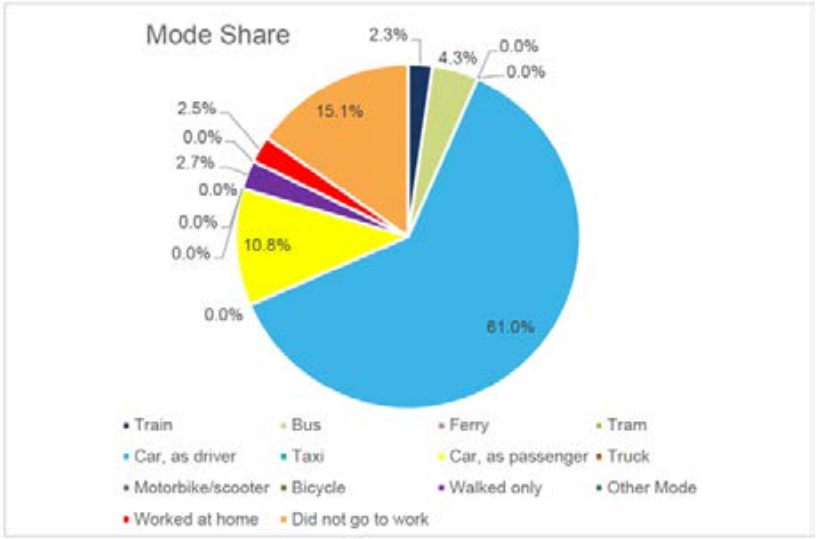
2.3 Transport Mode Share

2.3.1 Employees

The existing transport mode share pattern according to the Australian Bureau of Statistics for retail workers in the City of Melville is shown in **Figure 2-3**. These employees make up the majority of the current and future demand for journey to work in the Kardinya ACSP.

Based on this census data, approximately 84% of retail employees that attended work required on-site parking, and only 8% travelled by public transport.

Figure 2-3 Retail Employee Mode Split (City of Melville)



2.3.2 Residential Journey to Work

The transport mode share for existing residents in Kardinya has been extracted from ABS Census data (2016) and described in **Section 7.3.** While journey-to-work does not represent the entirety of travel, it is the dominant trip purpose both during the peak period and across the day (refer to **Table 2-2** below).

Table 2-2 Mode of Transportation to work (Kardinya)

	Work	Education	Other
Car as Driver Trips by Purpose	56%	29%	15%

As such, employee travel presents the greatest opportunity for mode shift, as it typically occurs regularly and at a consistent time of day. Conversely, the travel behaviour of shoppers is generally more constrained by external factors, such as route choice, trip chaining requirements and infrequent and unfamiliar destination.

2.3.3 Future Mode Share

A target private vehicle mode share has been established for these “journey to work” trips: decreasing from 84% (current) to 70% (future) in line with similar Activity Centre locations. This change is related to expected improvements in public transport infrastructure, and the effects of densification and parking constraint on residential household behaviour.

To accommodate the shift from driving within a private vehicle to public and active transport modes, as well as the overall growth in travel demand for the ACSP, improvements in sustainable transport provision are recommend in **Section 3** and **Section 4**.

3 Proposed Developments

A projected development scenario has been described by the Kardinya ACSP, consisting of intensification of existing retail development and residential land uses, as follows:

- The expansion of Kardinya Shopping Centre to provide approximately an additional:
  - 6,692m² non-residential floorspace
  - 8,913m² shop/retail floorspace
- Residential densification resulting in an expected net increase of approximately 467 dwellings by 2031, providing homes for approximately 840 additional people in a medium to high rise environment, based on a consistent gradual uptake of development. Ultimately the 2050 forecast for additional dwelling numbers is expected to be approximately 1,875 residences (net increase of 1,246) and a population of 3,375 people, based on a 50% development uptake.

This Transport Report has been undertaken to determine the needs of the potential mix of land uses, and the associated broad-scale traffic impacts of intensification in this area. The distribution of these land uses is described in the ACSP, and shown below, **Figure 3-1**.

Figure 3-1 Proposed ACSP Land Uses



Source: Kardinya Activity Centre Structure Plan

4 Public Transport

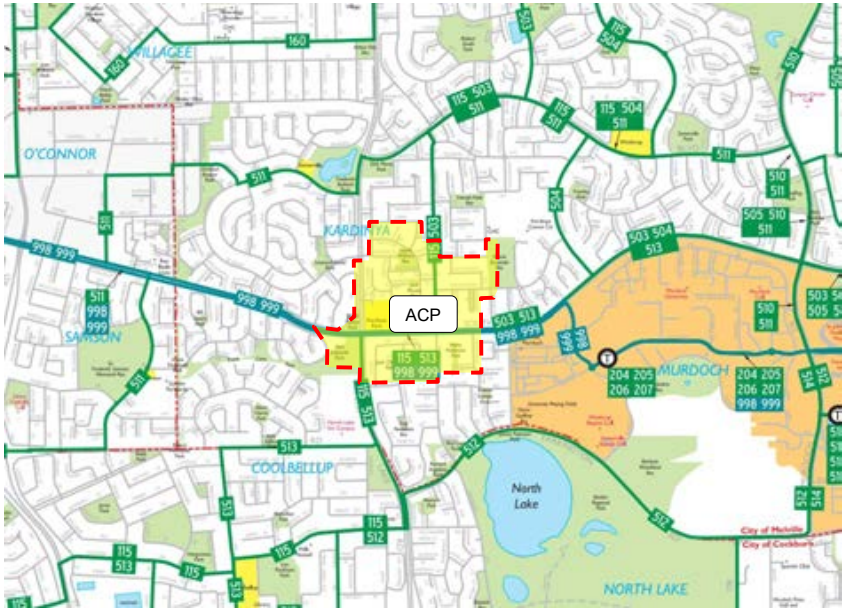
4.1 Existing Public Transport Facilities

The existing public transport facilities in the vicinity of the Activity Centre are shown in **Figure 4-1**. The Activity Centre is serviced by Bus Route 115, 503, 513, 998 and 999, which provides connection to Fremantle, Murdoch Station, Bull Creek Station and South Perth.

The nearest train station (Murdoch Station), is located approximately 2.5km east of the Activity Centre, and provides a north-south regional connection along the Mandurah train line.

Existing bus service frequency is described in **Table 4-1**. Overall, the Site benefits from excellent public transport services which are high frequency and easily accessible.

Figure 4-1 Public Transport Network



Source: Public Transport Authority – Network Map

Table 4-1 Bus Services Frequency

Route	Frequency		
	Weekday Peak	Weekday Off Peak	Weekend
999	5 – 10 mins	15 mins	15-30 mins
998	5 – 10 mins	15 mins	15-30 mins
115	15 mins	20 – 30 mins	30 mins
503	10 – 15 mins	20 – 40 mins	N/A
513	15 mins	20 – 30 mins	60 mins

4.2 Regional & Structure Plan Public Transport Strategies

4.2.1 Short to Medium Term – Changing Travel Behaviour

The strategy for the short to medium term is to increase the use of the existing services, while allowing for new bus route along North Lake Road connecting Kardinya to catchments to the north and south.

To encourage public transport modes, a number of measures are proposed as part of the ACSP, including the provision of premium bus stops and improving service frequency. To fully support public transport modes as a viable and attractive alternative to private vehicles, **bus frequencies would need to be increased** to 10 mins during peak hour for bus Routes 513 and 115.

4.2.2 Short to Medium Term – Bus Stops improvement

The **construction of premium bus stops** with a larger seating and sheltered area than the existing standard bus stop on South Street would improve the quality of public transport amenity and enhance these points of arrival for PT users.

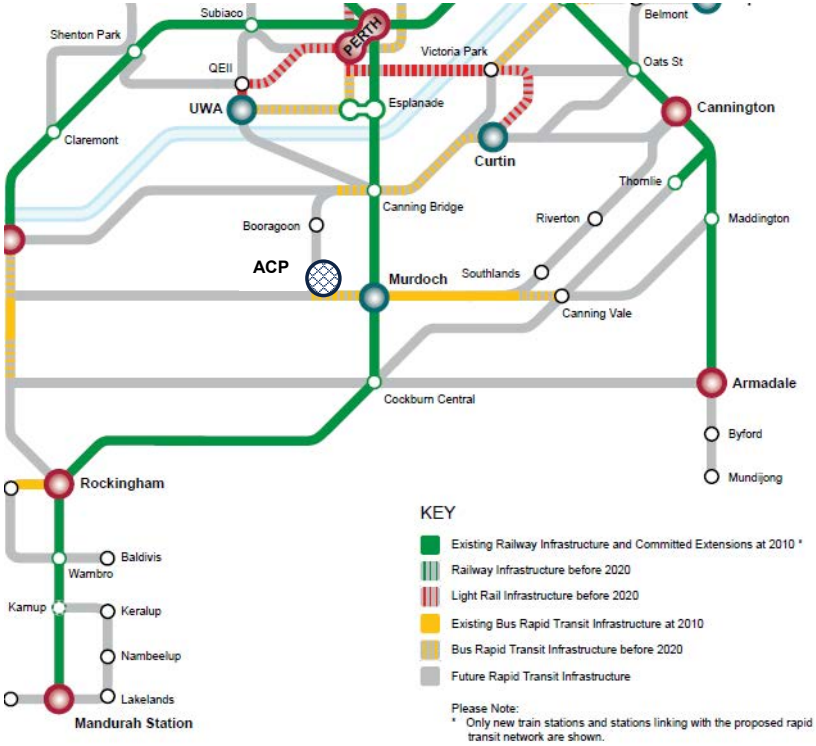
Relocation of the existing bus stop (number 10489) to the west has been proposed (currently located approximately 200m east of North Lake Road along South Street) to provide improved access to the Kardinya Shopping Centre. Improvements at the new location, including at grade access for pedestrians into the shopping centre complex and infrastructure upgrades will increase pedestrian amenity and safety when accessing the bus stop. The proposal to relocate the stop closer to the North Lake Road intersection will promote increased use of the South Street / North Lake Road signalised intersection for improved pedestrian safety when crossing the 6 lane South Street carriageway.

4.2.3 Long Term – Bus Rapid Transit

The long-term plan for the ACSP reflects the Department of Transport's *Public Transport for Perth in 2031*, anticipating a **high-capacity public transport** (**BRT/LRT) route connecting Kardinya Centre with Murdoch Station**. It is expected that high frequency collector bus services would then connect users to this future express service, creating an efficient and attractive service for a wide range of trip purposes.

The future plan sourced from the *Department of Transport* is shown in **Figure 2-2**. The aim of rapid transit is to deliver something akin to a suburban light rail service. BRT would run on a limited stop, express service basis, providing a convenient, reliable service with as little interruption to journeys as possible. It is assumed BRT vehicles will have higher priority over traffic along the BRT route. This would entail provision of bus lanes and signal phasing that would allow bus priority through selected signalised intersections.

Figure 4-2 Future Public Transport Network Plan



Source: Department of Transport – Public Transport for Perth in 2031

The above changes are identified in **Figure 4-3** for public transport within the ACSP and surrounds

Figure 4-3 Public Transport Infrastructure – Existing and Proposed



Source: Perth / Peel 3.5 million – Sub regional Planning Framework

5 Active Transport

5.1 Existing Active Transport Provision

The cycle network in the vicinity of the Activity Centre is shown in **Figure 5-1** as defined by the Department of Transport's *Perth, Fremantle and Stirling: Perth Bike Map.*

Shared paths exist along South Street and North Lake Road, provided rudimentary cycling access to and from the Site. The network of cycling facilities is discontinuous and compromised by the high-speed, high volume road environments of North Lake Road and South Street.

Beyond the immediate vicinity of the ACSP, on-road sealed shoulders and quiet streets support connection to regional cycling facilities to the Murdoch Activity Centre and Kwinana Freeway.

Figure 5-1 Cycle Network in the vicinity of the Site



Source: Department of Transport – Swan and Stirling Bike Maps

5.2 Structure Plan Active Transport Strategies

5.2.1 Pedestrian Access – Improved Pedestrian Servicing Across South Street

According to City of Melville's *Local Planning Strategy 2016*, the Kardinya ACSP is a key destination for north-south pedestrian movements across South Street. A significant volume of pedestrians currently cross South Street at-grade to access the Shopping Centre or adjacent bus stops. The lack of supportive crossing represents a safety risk, and may have contributed to a fatal pedestrian crash in 2017.

To improve the pedestrian amenity and safety, **the bus stop** located approximately 200 metres east of North Lake Road is proposed to be moved approximately 100 metres closer to the traffic signals. Due to the rising grade along South Street, this new location will provide for the opportunity for direct pedestrian at grade access into the shopping centre via the covered multi-level car park structure. The relocated stop will also provide further incentive for pedestrians to utilise the signalised crossing opportunities at the intersection of South Street and North Lake Road, which already provides a safe and attractive pedestrian crossing facility, supporting non-car access to key destinations in the ACSP.

5.2.2 Cycling – TravelSmart Innovation ('Your Move')

Figure 5-2 Existing Bike Racks



The *City of Melville Bike Plan* (2012) sets out a strategic vision for the continued development and promotion of cycling including the initiation of TravelSmart innovations towards cycling. Some of the proposed strategic objectives include improved signage and line markings, cycling path replacements, resealing of shared paths and bicycle lanes at locations identified within the Plan.

Figure 5-3 Prioritised Proposed Projects



Source: Extract from City of Melville Bike Plan (2012)

The *City of Melville Bike Plan 2012* contains the following recommended infrastructure upgrades:

- **Upgrade of the South Street shared path** to a wider cross section that allows 2m segregated cycle lanes and up to 3.5m shared paths. Also construct the missing link in the shared path on the southern side of South Street between Prescott Drive and Discovery Way; and
- **Construct a commuter-friendly PBN route along North Lake Road** consisting mainly signs and markings, and upgrade of substandard sections of the shared path up to 3.5m width.

Work is currently taking place in collaboration between the Department of Transport and the City of Melville to determine a combined Long-Term Cycle Network (LTCN). This will form the basis for long-term decision-making on cycling infrastructure within the City and across the Perth Metropolitan Area.

6 Parking Calculation

6.1 Methodology

A parking demand assessment methodology has been completed for the non-residential land uses within the ACSP. This analysis includes an understanding of the influence of mixed-use development on internal trip containment and shared parking, creating a reasonable benchmark for *free and unconstrained* parking demand. This assessment has been used to inform the provision of parking, vehicle trip generation (and the impacts of traffic growth on the road network), and the requirements for sustainable transport

6.2 Nomenclature

6.2.1 Parking Supply

Parking supply is the total quantum of parking spaces that are built or available within the study area, regardless of whether or not they are utilised. Parking supply only includes marked spaces and does not include areas designated for standing vehicles.

6.2.2 Parking Demand

Parking demand is the accumulation of vehicles parked within the study area at a point in time. Parking demand includes all parking associated with the associated land uses, whether in an off-street facility, parked illegally, parked on-street or in remote parking lots. Parking demand does not include standing vehicles awaiting the pick-up or drop-off of passengers.

6.2.3 Shared Parking

Shared parking is parking that is used by 2 or more land uses instead of restricting parking to the exclusive use of a single land use - the more exclusive the parking is, the less effective it becomes for the development as a whole.

6.2.4 Reciprocal Parking

Reciprocal parking occurs when a visitor has more than one purpose within an area and hence only one trip is required to serve two or more purposes. The degree of reciprocal parking occurring depends on the type of land use in the vicinity and the time of day.

The most important component to determine the rates of reciprocal parking is the proximity of the sympathetic land uses. As all development within the Kardinya ACSP is generally located within acceptable walking distances, and all parking within the precinct can be assumed to be publicly accessible, trips made within the precinct are expected to be largely undertaken by foot or by bicycle. This trips therefore do not require a parking space, and do not generate traffic impacts.

6.3 Anticipated Future Parking Demand

The calculated non-residential parking demand was determined using the methodology described above, with land use and dwelling yields as defined in the Kardinya ACSP.

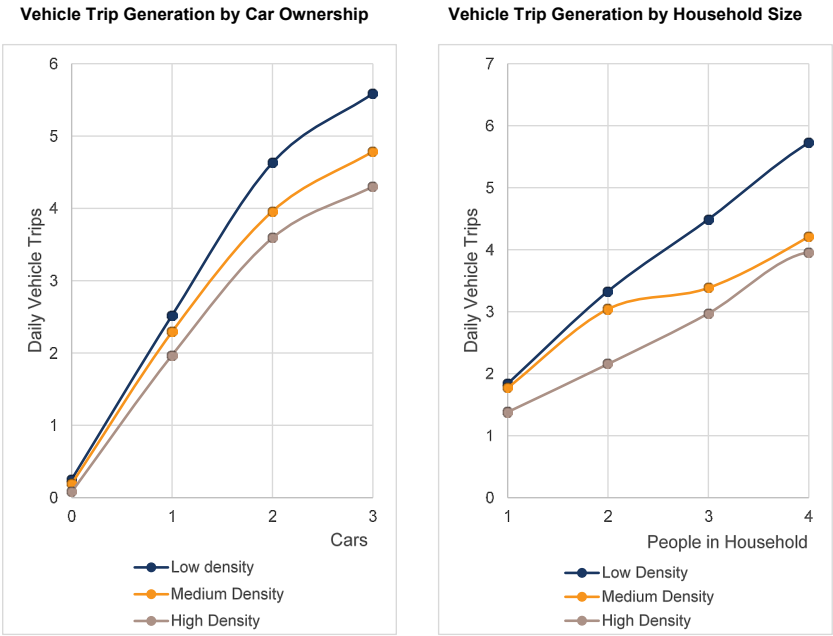
6.3.1 Residential

Residential parking within the Activity Centre is to be provided as per State Planning Policy 7.3. Whilst the Activity Centre's location in the regional context means that a high volume of regional traffic may be generated by residential development, resulting in a significant effect on local intersections, SPP7.3 allows for reduced parking in areas where there is a high level of access to high frequency of public transport such as Kardinya Activity Centre. This includes the need to only provide an average of 0.75 bays per 1-bedroom apartment and only 1 bay per apartment for dwellings with 2 or more bedrooms.

To further minimise the impact of traffic it is proposed to allow grouped dwellings within the activity centre to also only have one dedicated car parking bay.

This would assist in supporting a sustainable transport environment by reducing private vehicle ownership by residents, resulting in a decrease in private vehicle mode share, vehicle trip generation and congestion. This effect is clearly illustrated by the results of the Victorian Integrated Survey of Travel and Activity (VISTA), as shown in **Figure 6-1** below.

Figure 6-1 Average Household Vehicle Trip Generation Rates (VISTA)



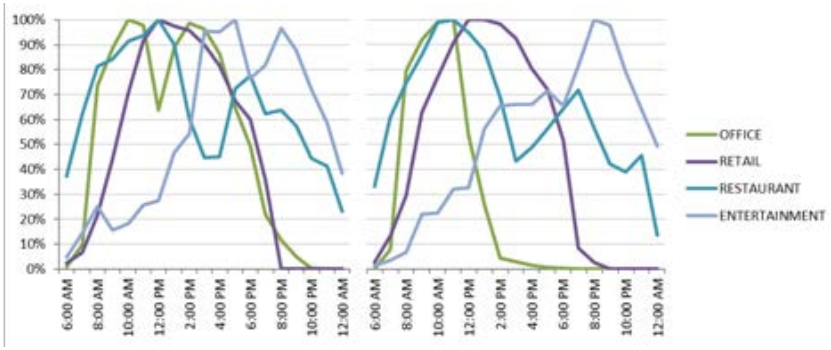
6.3.2 Commercial

It is expected that the parking demand rate for commercial will reduce as the commercial component within the ACSP expands. This is mainly due to greater opportunity for reciprocal and shared parking within the Centre, and is consistent with experience in major centres across Australia.

This effect is compounded by the influence of improved sustainable transport infrastructure, providing safe and attractive alternatives to driving for all trip purposes.

An assessment of the parking requirement for the land uses within the Activity Centre has been undertaken, including time-of-day profiles for parking generation, as shown in **Figure 6-2**.

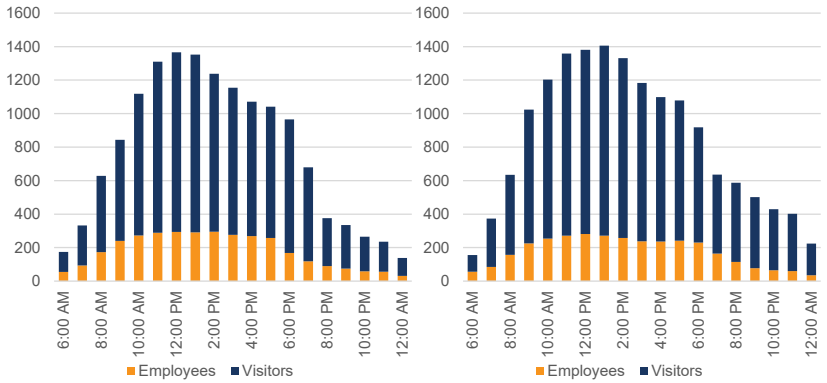
Figure 6-2 Time-of-day profile for Land Use Categories



Based on the information, an uncalibrated peak parking demand of approximately 1,200 parking bays has been identified, suggesting that an ultimate non-residential parking supply of 1,350 on-street and off-street spaces would be required (considering the efficiency of parking across the Precinct). This represents an average supply rate of approximately 5.2 spaces per 100sq.m, including all public and private supply.

The expected use of these bays is shown in **Figure 6-3**, for a typical weekday and weekend period.

Figure 6-3 Time-of-day utilisation by trip Purpose



Internal parking management would need to be designed to support this requirement, mainly through duration restrictions; but over time, paid parking and pricing mechanisms may be required to ensure operational efficiencies and encourage behaviour change.

This could also include a form of demand responsive pricing (DRP). That is, parking pricing levels set such that demand peaks at approximately 85-90% occupancy. This could involve different fees at different times of day, or different days of the week, and include a mechanism to modify prices on a periodical basis to maximise the utility of the parking.

By restraining parking supply through capacity restraint and timed parking, and in the longer term, paid parking, further activity growth in the precinct will be accompanied by expansion in non-car transport modes. This forms a sustainable development pattern that is consistent with the goals of the WAPC SPP 4.2: Activity Centres for Perth and Peel as well as the City of Melville's Sustainability Policy.

The balance between ensuring an accessible and viable shopping and behaviour change needs to be carefully managed and assessed regularly during the operational phase of the development.

7 Traffic Analysis

A desktop model of the Kardinya Activity Centre was developed in order to determine the impact of the planned development on intersection performances and road capacities. SCATS data for the signalised intersections sourced from MRWA and supplementary traffic count data was used to determine the turning movements proportions at critical intersections in and around the Activity Centre.

7.1 Trip Generation

The 2031 trip generation for the Activity Centre is based on the land use and dwelling yields as defined by The Activity Centre Structure Plan.

A summary of the ultimate dwelling yields is shown in **Figure 7-1**.

Figure 7-1 Projected Dwelling Yield by Block



The daily traffic generation and traffic generation for AM and PM peak periods are shown in **Table 7-1**.

Table 7-1 Kardinya Activity Centre Traffic Generation (2031)

Land Use	AM Peak	PM Peak	Daily
Residential (467 Additional Dwellings)	319	319	2,338
Kardinya Park Shopping Centre	672	1,498	14,800
Aldi & Commercial Developments	193	426	3,885
Total	**1,184**	**2,243**	**21,023**

**Reduced trip based on Reciprocal and Share parking demand*

7.2 Reciprocal and Shared Demand for Non-residential Developments

The Activity Centre benefits from the proximity of residential, commercial and retail uses, which promotes an internal walkable catchment that reduces the requirement for private vehicle transport. Additionally, a variety of retail and recreational uses in close proximity supports trip chaining, eliminating the need to make multiple car trips to fulfil daily tasks.

In order to capture the consistency between the parking demand calculations and trip generation calculation, a reduction was applied to account for these internal walking trips within the Kardinya Activity Centre.

Calculations from Cardno's Parking Model indicate the scale of internal trip capture for the future Centre, as shown in **Table 7-2**. This indicates the proportion of trips to and from the generators and attractors within the Activity Centre, which do not contribute any traffic to the road network.

Note that within this assessment, a reduction factor has only been applied to the component of traffic generated by non-residential developments within the Kardinya Activity Centre.

Table 7-2 Traffic Generation Reciprocal Factors

Land Use	AM Peak	PM Peak	Daily
Proportion of Internal trip capture	19%	35%	28%

7.3 Transport Mode and Reciprocal Demand Factors

As discussed in Section 2.3, it is expected that the private vehicles demand for both residents and employees within the Activity Centre will be significantly reduced.

As discussed in Section 2.3.1, the current mode share for journey to work to the Site is represented by 61% private vehicles.

The existing journey to work for residents within the Activity Centre is presented as 56%. In the future, with the public transport improvements and arising popularity of ride sharing services, a 43% of private vehicle mode share for journey to work is targeted, resulting in a reduction of 77% private vehicle for work trips.

The reduced traffic generation for each land uses within the Activity Centre is presented in **Table 7-3**.

Table 7-3 Kardinya Activity Centre Traffic Generation (2031)

Land Use	AM Peak	PM Peak	Daily
Residential Traffic Generation			
Residential (467 Additional Dwellings)	319	319	2,338
Impact of Journey to Work Mode Shift		*13%*	
Modelled Residential Traffic Generation	**278**	**278**	**2,034**
Non-Residential Traffic Generation			
Kardinya Park Shopping Centre	672	1498	14,800
Other Commercial Development	193	426	3,885
Impact of Journey to Work Mode Shift	*6.4%*	*3.2%*	*4.5%*
Internal Trip Proportion	*19%*	*35%*	*28%*
Modelled Commercial Traffic Generation	**655**	**1210**	**12,848**

7.4 Trip Distribution and Assignment

The nature of the traffic entering and exiting the network was disaggregated to assess whether the traffic was purely regional, purely local or a mix of the two, in which case a proportion of local traffic was determined. Trips were then distributed to the boundary road network.

The outcomes from these assumptions are shown in **Figure 7-2** and attached in **Appendix A**.

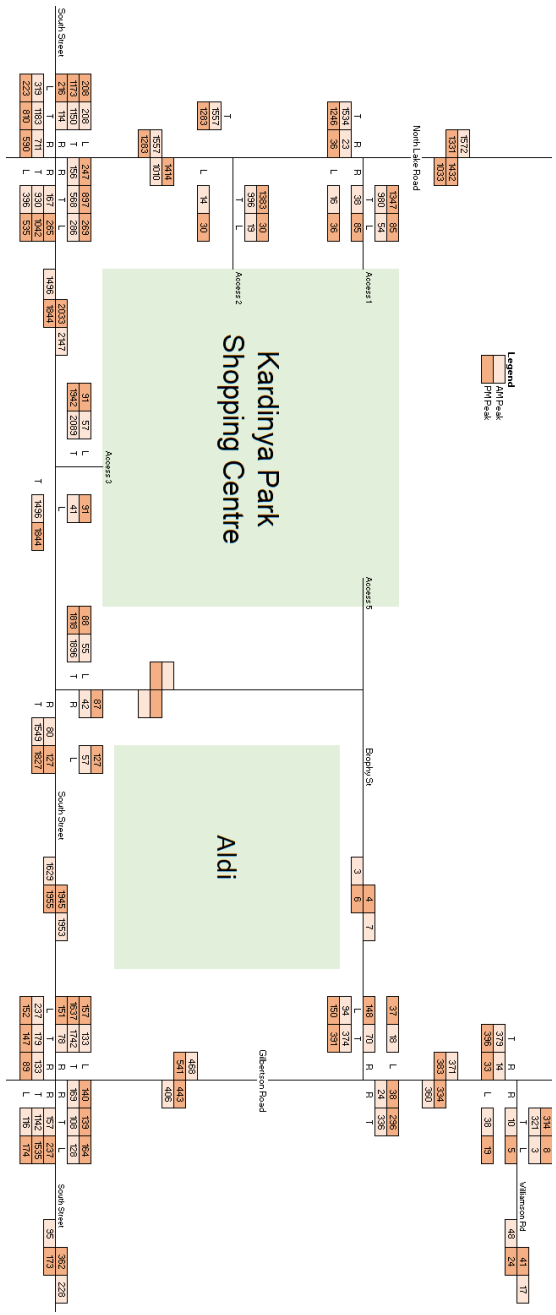


Figure 7-2 Simplified Network Model (2031)

7.5 Impact of Regional Traffic

The existing road use shows a high volume of regional trips currently using South Street and North Lake Road. This traffic is expected to increase in the short-term future as additional regional connections are made. It is expected however that over time, as population density increases and improved alternative transport modes and links are established, a shift away from the use of private car trips will result in a slowed or even a possible retraction in traffic growth over the longer term. Given that both aforementioned major roads bisect the Kardinya Activity Centre, this highlights the importance of proper long-term regional transport planning to support developments of this type.

7.6 Traffic operations Assessment

SIDRA outputs for each approach to evaluate the impact of the increased volumes anticipated for the ultimate development scenario (including background), are presented in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS) and 95th Percentile Queue. A definition of these characteristics are as follows:

- **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow, up to one for saturated flow or capacity. The theoretical intersection capacity is exceeded for an un-signalised intersection where DOS > 0.80;
- **95% Queue:** is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection. An un-signalised intersection can be considered to be operated at capacity where the average delay exceeds 40 seconds for any movement;
- **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. **Table 6-4** provides a description of the different levels of service.

Table 7-4 Level of Service (LOS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	5-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

For the purpose of this assessment, vehicle Level of Service is deemed acceptable if the intersection operated at a Level of Service E or better and the delays/queues generated by individual turning movements are not deemed to negatively impact adjacent intersections. These criteria are consistent with the intended operation of Kardinya Activity Centre with a focus on pedestrian connectivity and sustainable transport modes.

7.7 Impact of Future Volumes using Existing intersection Geometry

SIDRA intersection operation analysis was undertaken for a series of critical intersections with peak hour traffic volumes determined through the desktop modelling process described above. Intersection were assessed for the ultimate demand scenario including redistribution of regional traffic. Restrictions on parking quantum were translated into peak demand reductions on a 1:1 proportional basis. For the purpose of this locations assessed included the following signalised intersection:

- South Street / North Lake Road
- South Street / Main Street (Kardinya Shopping Centre)
- South Street / Gilbertson Road
- Gilbertson Road / Brophy Street
- Gilbertson Road / Williamson Road

SIDRA analysis will be conducted for the following scenarios:

- Scenario 1 – Background Traffic (Extracted from the Kardinya Shopping Centre Traffic Report)
- Scenario 2 – 2031 Background + 30% Residential Development + Kardinya Shopping Centre Redevelopment
- Scenario 3 – Ultimate Scenario Full Build Out

The following sections present the anticipated intersection operations for existing geometry.

7.7.1 North Lake Road / Access 1

The North Lake Road / Access 1 Intersection is located to the northwest of the Kardinya Park Shopping Centre, representing a major access point for the shopping centre within the expansion plan. The SIDRA Analysis results shown in **Table 7-6** and **Table 7-7,** indicates a LoS F for the right turn out movement on the existing intersection layout during the PM peak for both 2031 and Ultimate scenario. However, this delay results in only minor queuing and no impact on the broader network.

This assessment considers the operation of this intersection in isolation. However, due to the influence of the upstream signals at South Street/North Lake Road, it can be expected to perform better than shown. This is as a result of traffic platooning effects which will increase the frequency and duration of gaps in traffic flow.

Table 7-5 SIDRA Analysis - North Lake Road / Access 1 – (2020 Background)

Intersection Approach		PM Peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: North Lake Road	T	0.234	0	A	0	0.189	0	A	0
	R	0.045	13.2	B	0.3	0.097	19.2	C	0.7
East: Access 1	L	0.005	5.4	A	0	0.097	5.9	A	0.8
	R	0.031	12	B	0.2	0.097	19.3	C	0.8
North: North Lake Road	L	0.13	6.5	A	0	0.184	6.5	A	0
	T	0.13	0	A	0	0.184	0	A	0
All vehicles		0.234	0.3	A	0.3	0.189	0.5	A	0.8

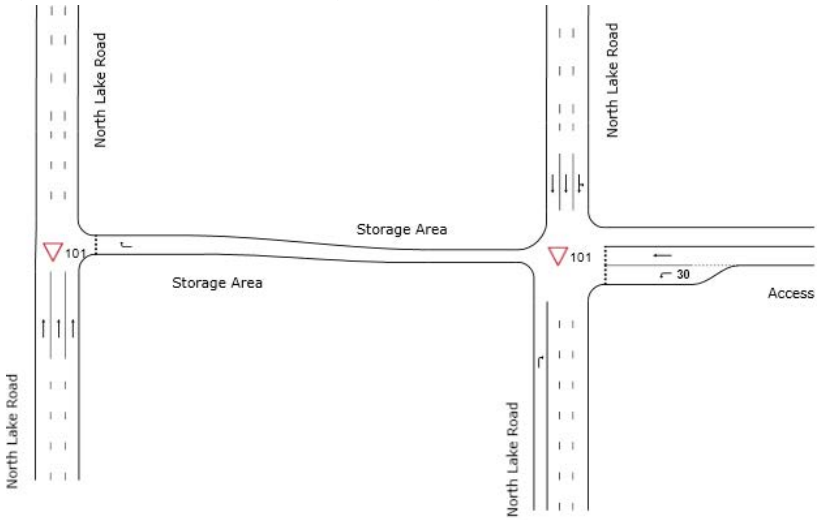
Table 7-6 SIDRA Analysis - North Lake Road / Access 1 – Existing Geometry (2031 Background + Development)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: North Lake Road	R	0.094	20.4	C	0.9	0.341	42.4	E	3.3
	T	0.268	0	A	0	0.218	0	A	0
East: Access 1	L	0.016	1.2	A	0.2	0.045	1.9	A	0.5
	R	0.172	20.8	C	1.8	0.89	110.7	F	15.5
North: North Lake Road	L	0.183	6.5	A	0	0.254	6.4	A	0
	T	0.183	0	A	0	0.254	0	A	0
All vehicles		0.153	1.3		1.8	0.89	7.6		15.5

Table 7-7 SIDRA Analysis – North Lake Road / Access 1 – Existing Geometry (Ultimate Scenario)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: North Lake Road	R	0.096	20.6	C	0.9	0.353	44.1	E	3.4
	T	0.272	0	A	0	0.22	0	A	0
East: Access 1	L	0.016	1.2	A	0.2	0.046	1.9	A	0.5
	R	0.166	21.1	C	1.7	0.941	133.8	F	18.7
North: North Lake Road	L	0.184	6.5	A	0	0.258	6.4	A	0
	T	0.184	0	A	0	0.258	0	A	0
All vehicles		0.153	1.3		1.7	0.941	8.9		18.7

Figure 7-3 North Lake Road / Access 1 – Existing Intersection Layout



7.7.2 South Street / North Lake Road

The South Street / North Lake Road represents a major entry point to the Activity Centre. Both South Street and North Lake Road carry a large volume of regional traffic. The existing South Street / North Lake Road intersection has three through lanes in each direction as well as additional dedicated turning pockets (see **Figure 7-4**).

The SIDRA Analysis results shown in **Table 7-9** and **Table 7-10** indicate that performance may deteriorate to LOS F for some movements during the peak period for both 2031 and ultimate scenario.

However, it is noted that the average intersection delays are approximately 60 seconds for both AM and PM peak, and with Degree of Saturation less than 0.95. Hence, the intersection is considered to be capable of taking on future traffic.

Table 7-8 SIDRA Analysis – South Street / North Lake Road – (2020 Background)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: North Lake Road	L	0.157	6.7	A	0	0.11	6.7	A	0
	T	0.908	68.4	E	123	0.781	51.9	D	58.9
	R	0.855	65.3	E	87.8	0.855	64.4	E	61.7
East: South Street	L	0.185	6.7	A	0	0.258	6.7	A	0
	T	0.501	41	D	64.2	0.497	31.3	C	59.7
	R	0.726	44.8	D	28.2	0.682	31.7	C	32.4
North: North Lake Road	L	0.142	6.7	A	0	0.131	6.7	A	0
	T	0.4	46.6	D	40.4	0.852	56.6	E	68.3
	R	0.146	48.5	D	13.9	0.343	52.4	D	20.8
West: South Street	L	0.097	6.7	A	0	0.094	6.7	A	0
	T	0.907	70.2	E	110.7	0.824	50.2	D	84.4
	R	0.935	91.2	F	34.4	0.856	66.5	E	51.2
All vehicles		0.935	49.6	D	123	0.856	40.9	D	84.4

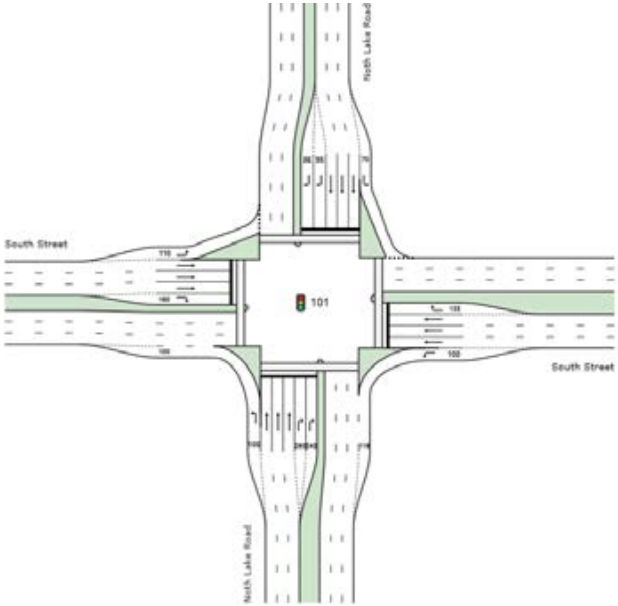
Table 7-9 SIDRA Analysis – South Street / North Lake Road – Existing Geometry (2031 Background Regional + Ultimate Development)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: North Lake Road	L	0.176	6.7	A	0	0.123	6.7	A	0
	T	0.92	77.4	E	165.6	0.792	66.6	E	94
	R	0.942	94.1	F	146.5	0.936	94.8	F	121.3
East: South Street	L	0.204	6.7	A	0	0.27	6.7	A	0
	T	0.514	45	D	83.1	0.53	42.3	D	91.1
	R	0.816	52.6	D	37.9	0.705	40.1	D	47.9
North: North Lake Road	L	0.324	27.3	C	54.4	0.292	24.6	C	47.7
	T	0.42	51	D	55	0.943	89.4	F	134.9
	R	0.203	58.7	E	21.7	0.388	65.4	E	37.9
West: South Street	L	0.191	17.2	B	27	0.188	15.3	B	24.7
	T	0.947	87.3	F	171.4	0.947	86.7	F	176.1
	R	0.966	110.2	F	47.9	0.915	93.1	F	84.7
All vehicles		0.966	61.3	E	171.4	0.947	62.3	E	176.1

Table 7-10 SIDRA Analysis – South Street / North Lake Road – Existing Geometry (Ultimate Scenario)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: North Lake Road	L	0.176	6.7	A	0	0.123	6.7	A	0
	T	0.942	84.7	F	172.9	0.792	66.6	E	94
	R	0.963	102	F	156.8	0.957	101.4	F	134.2
East: South Street	L	0.2	6.7	A	0	0.248	6.7	A	0
	T	0.477	43.6	D	77	0.499	41.5	D	84.8
	R	0.816	52.2	D	37.5	0.691	40.7	D	43.7
North: North Lake Road	L	0.339	28.1	C	57.4	0.321	26.5	C	53.9
	T	0.432	51.9	D	55.6	0.947	90.4	F	136.2
	R	0.203	58.7	E	21.7	0.374	64.3	E	37.5
West: South Street	L	0.19	17.6	B	27.4	0.184	14.6	B	23.6
	T	0.941	84.5	F	172.5	0.967	94	F	193.3
	R	0.966	110.2	F	47.9	0.963	107.1	F	91.8
All vehicles		0.966	63.4	E	172.9	0.967	65.9	E	193.3

Figure 7-4 South Street / North Lake Road – Existing Intersection Layout



7.7.3 South Street / Main Street

The existing South Street / Main Street intersection is a mid-block access point to the Kardinya Shopping Centre. A network analysis for the intersection, representing a staged crossing and including interactions with the upstream signals at South Street / North Lake Road.

The SIDRA Analysis results shown in **Table 7-12** and **Table 7-13** indicate poor service operation for right turn in and out of the intersection, for both AM and PM peak periods. However, **Table 7-11** indicates that the intersection is currently performing unsatisfactorily during the peak periods.

Table 7-11 SIDRA Analysis – South Street / Main Street – Existing Geometry (2020 Background)

Intersection Approach		PM peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: South Street	R	0.63	34.3	D	8.1	0.435	22	C	5.2
	T	0.211	0	A	0	0.262	0	A	0
North: Main Street	L	0.126	7.3	A	1.4	0.115	6.6	A	1.2
	R	0.902	106.3	F	14.3	1.267	331.8	F	67.7
West: South Street	L	0.083	7	A	0.8	0.093	7	A	1
	T	0.266	2.2	A	0	0.216	0	A	0
All vehicles		0.370	10	A	14.3	1.267	28.1	C	67.7

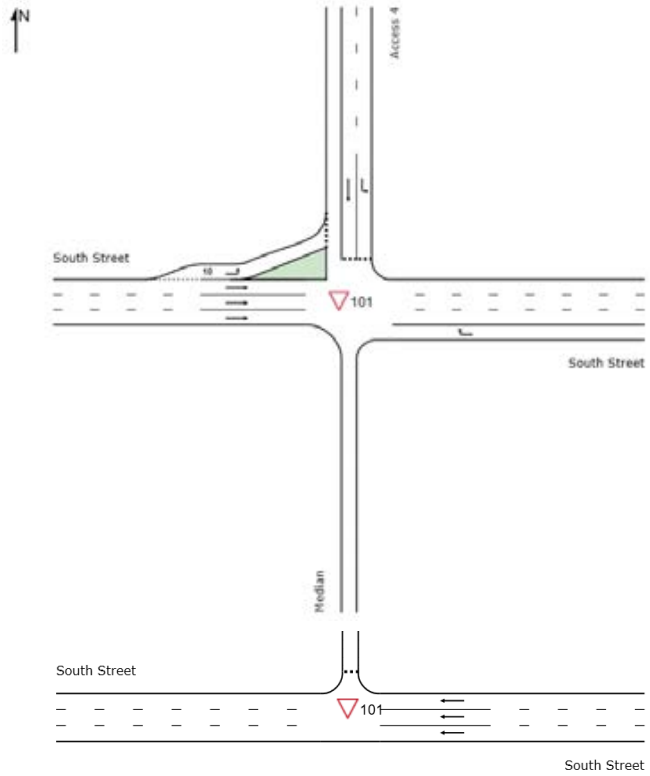
Table 7-12 SIDRA Analysis – South Street / Main Street – Existing Geometry (2031 Background + Development)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: South Street	R	0.599	50.2	F	7	0.928	90.5	F	19.7
	T	0.261	0	A	0	0.304	0	A	0
North: Access 4	L	0.083	3.7	A	0.9	0.198	3.9	A	2.4
	R	0.463	74.2	F	5	1.127	251.9	F	35
West: South Street	L	0.036	7.7	A	0.4	0.068	7.9	A	0.7
	T	0.347	0	A	0	0.336	0	A	0
All vehicles		0.298	3.4	A	7	1.127	15.7	A	35

Table 7-13 SIDRA Analysis – South Street / Main Street – Existing Geometry (Ultimate Scenario)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: South Street	R	0.64	55.9	F	7.6	1.081	174.4	F	40.1
	T	0.25	0	A	0	0.276	0	A	0
North: Access 4	L	0.085	3.8	A	1	0.207	4.2	A	2.5
	R	0.584	89.4	F	6.6	1.232	333.3	F	50
West: South Street	L	0.038	7.7	A	0.4	0.072	7.9	A	0.7
	T	0.355	0	A	0	0.355	0	A	0
All vehicles		0.325	4.1		7.6	1.232	23.8		50

Figure 7-5 South Street / Main Street Access – SIDRA Intersection Layout



7.7.4 South Street / Gilbertson Road

The South Street / Gilbertson Road intersection is a major connection to the residential area on the eastern section of the Activity Centre. The SIDRA Analysis results shown in **Table 7-15** indicates that performance may deteriorate to LoS F at this intersection, due to the increase of regional traffic. To alleviate the impact of these changes, road widening on Gilbertson Road is proposed to allow for the provision of a dedicated left turn, through and right turn legs. This proposal potentially allows for a reduction in green time on Gilbertson Road, which will allow improvements in the performance of regional traffic flow along South Street as shown in **Figure 7-6** and **Table 7-16**.

However, it is noted in **Table 7-17** that the upgraded intersection may result in significant delays at this intersection, due to the increase of residential traffic within the ACSP. The intersection performance could be significantly improved by modifying the signal phasing shown in **Figure 7-7**, as presented in **Table 7-18**.

This intersection functions as the primary connection between dense residential development and the primary road network. This analysis has taken into account the impacts of residents and employee mode shift for journey to work as describe in **Section 2.3.1** and **Section 2.3.2**.

However, the effects of parking constraints on residential trip generation have not been included in the results. The expectation is that reduced household size, combined with lower vehicle ownership rates would result in a significant reduction in residential trip generation. The scale of this impact depends greatly on the extent and application of policy changes in the Precinct. **Section 6.3.1** indicates the potential magnitude of this change could be in the order of a 60% decrease in daily vehicle trip generation per household.

Table 7-14 SIDRA Analysis – South Street / Gilbertson Road – Existing Geometry (2020 Background)

Intersection Approach		PM peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Road	L	0.511	51.2	D	70.4	0.745	62	E	50.1
	T	0.353	44.9	D	49.2	0.531	53.9	D	35.6
	R	0.401	54	D	36.8	0.461	58.5	E	26.4
East: South Street	L	0.529	37	D	124.6	0.787	42.8	D	190.5
	T	0.529	30.6	C	126.4	0.787	36.2	D	193.3
	R	0.357	36.6	D	15.9	0.399	34.4	C	18.6
North: Gilbertson Road	L	0.061	46.4	D	7.6	0.081	43.2	D	9.3
	T	0.212	43.4	D	28.7	0.228	40.1	D	28.5
	R	0.804	68.9	E	55.4	0.651	50.1	D	39.7
West: South Street	L	0.788	31.7	C	164.8	0.779	31.7	C	136.3
	T	0.788	25.2	C	166.4	0.779	25.2	C	138
	R	0.254	33.5	C	13.5	0.465	32	C	23.3
All vehicles		0.804	32.7	C	166.4	0.787	34.6	C	193.3

Table 7-15 SIDRA Analysis – South Street / Gilbertson Road – Existing Geometry (2031 Background + Development)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Road	L	0.752	63.7	E	75.8	0.438	62.3	E	45.9
	T	1.151	221.8	F	208.6	1.077	166.2	F	135.4
	R	1.151	226.3	F	208.6	1.077	170.7	F	135.4
East: South Street	L	1.131	208	F	285.7	1.125	199.1	F	398.4
	T	1.131	202.2	F	289.7	1.125	193.9	F	404.4
	R	1.048	150.9	F	83.2	1.081	136.7	F	117.2
North: Gilbertson Road	L	0.505	40	D	59.8	0.81	58.9	E	102.5
	T	0.505	35.4	D	59.8	0.81	54.2	D	102.5
	R	0.636	42.4	D	42.7	0.651	54.6	D	40.8
West: South Street	L	1.122	167.1	F	327.7	1.107	162.3	F	325.5
	T	1.122	160.6	F	331.3	1.107	156.1	F	329.8
	R	0.198	57.6	E	21.6	0.471	38	D	27
All vehicles		1.151	158.3	F	331.3	1.125	153.1	F	404.4

Figure 7-6 Modified Intersection Layout – South Street / Gilbertson Road

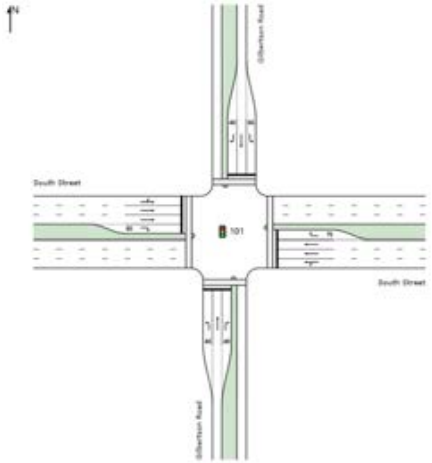


Table 7-16 SIDRA Analysis – South Street / Gilbertson Road – Modified Intersection (2031 Background + Development)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Road	L	0.962	101.9	F	98.2	0.96	105	F	63.6
	T	0.642	61.4	E	55.4	0.878	83.5	F	56
	R	0.625	68.2	E	43.6	0.728	81.9	F	32.2
East: South Street	L	0.787	58.1	E	144.9	0.781	44.5	D	184
	T	0.787	51.2	D	146.9	0.781	37.1	D	186.6
	R	0.973	112.2	F	70.2	0.953	99.5	F	106.5
North: Gilbertson Road	L	0.246	45.4	D	34.7	0.476	60.4	E	54.6
	T	0.186	39.8	D	26.9	0.361	54.1	D	42.3
	R	0.686	51.7	D	48.3	0.786	66.1	E	46.2
West: South Street	L	0.946	67.9	E	197.6	0.958	62.8	E	182
	T	0.946	61.2	E	199.6	0.958	56.5	E	184.2
	R	0.233	62.4	E	22.6	0.529	69.6	E	48.1
All vehicles		0.973	61.6	E	199.6	0.96	56	E	186.6

Table 7-17 SIDRA Analysis – South Street / Gilbertson Road – Modified Intersection (Ultimate Scenario)

Intersection Approach		AM peak				PM Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Road	L	1.111	193.9	F	179.4	1.102	187.6	F	105
	T	0.611	59.2	E	54.3	0.817	77.9	E	53.6
	R	0.995	125.1	F	87.9	0.974	115.5	F	50.5
East: South Street	L	1.124	201.7	F	287.9	1.083	166.1	F	382.9
	T	1.124	196.1	F	292.4	1.083	161.6	F	389.6
	R	1.069	165.3	F	110.8	1.131	211.5	F	227.7
North: Gilbertson Road	L	0.395	43.4	D	63.4	0.683	62.7	E	75.2
	T	0.165	35.2	D	25.3	0.361	54.1	D	42.3
	R	0.987	91.9	F	94.5	0.996	107.1	F	74.5
West: South Street	L	1.114	160.1	F	317.1	1.132	179.5	F	341.9
	T	1.114	153.5	F	321.2	1.132	173.8	F	347.8
	R	0.222	55.5	E	26	0.396	54.1	D	53.7
All vehicles		1.124	150.1	F	321.2	1.132	153.8	F	389.6

Figure 7-7 Modified Signal Phasing

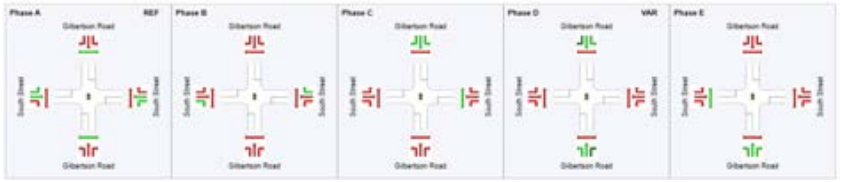


Table 7-18 SIDRA Analysis – South Street / Gilbertson Road – Modified Intersection – Modified Signal Data (Ultimate Scenario)

Intersection Approach		PM peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Road	L	1.009	129.9	F	199.8	0.68	64.2	E	80.6
	T	0.511	44.5	D	62.9	0.537	56.4	E	64.4
	R	0.745	58.6	E	73.1	0.723	72.8	E	53
East: South Street	L	0.668	37.9	D	146.3	0.953	82.5	F	394.9
	T	0.668	32	C	149	0.953	77.6	E	402.5
	R	1.027	148.9	F	145.7	0.998	128.6	F	253.5
North: Gilbertson Road	L	0.768	55.5	E	97.9	1.005	137.6	F	177.1
	T	0.315	42.7	D	37.3	0.518	56.3	E	62.4
	R	1.035	160.5	F	189.8	1.007	107.5	F	125.6
West: South Street	L	0.991	104.6	F	428.3	0.993	114.7	F	493.6
	T	0.991	99.1	F	433.6	0.993	109.4	F	501.9
	R	0.486	57.3	E	36.3	0.424	49.3	D	74.5
All vehicles		1.035	80.6	F	58.4	1.007	93.9	F	501.9

7.7.5 Gilbertson Road / Brophy Street

As shown in **Table 7-19,** the SIDRA analysis result for the Gilbertson Road / Brophy Street intersection is expected to perform satisfactorily on the existing intersection layout for both scenarios, as shown in **Table 7-19** and **Table 7-20**.

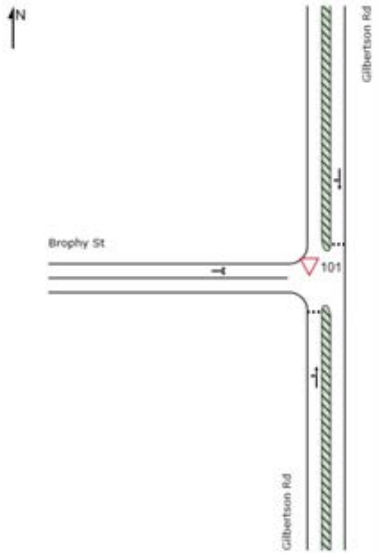
Table 7-19 SIDRA Analysis – Gilbertson Road / Brophy Street – Existing Geometry (2031 Background Regional + Ultimate Development)

Intersection Approach		PM Peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Rd	L	0.342	4.6	A	4.6	0.43	4.9	A	7.7
	T	0.342	4.8	A	4.6	0.43	6.3	A	7.7
North: Gilbertson Rd	T	0.285	2.4	A	4	0.326	2.9	A	4.2
	R	0.285	6.4	A	4	0.326	8.2	A	4.2
West: Brophy St	L	0.051	4.6	A	0	0.122	4.6	A	0
	R	0.051	4.6	A	0	0.122	4.6	A	0
All vehicles		0.342	3.9	A	4.6	0.43	4.9	A	7.7

Table 7-20 SIDRA Analysis – Gilbertson Road / Brophy Street – Existing Geometry (Ultimate Scenario)

Intersection Approach		PM Peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Rd	L	0.464	5.8	A	8	0.595	6.2	A	14
	T	0.464	6.9	A	8	0.595	8.2	A	14
North: Gilbertson Rd	T	0.428	2.6	A	6.1	0.382	3	A	5.2
	R	0.428	8.3	A	6.1	0.382	10.8	B	5.2
West: Brophy St	L	0.06	1.8	A	0	0.107	1.7	A	0
	R	0.06	2.2	A	0	0.107	2.1	A	0
All vehicles		0.464	4.6	A	8	0.595	5.6	A	14

Figure 7-8 Gilbertson Road / Brophy Street Intersection Layout



7.7.6 Gilbertson Road / Williamson Road

As shown in **Table 7-21,** the SIDRA analysis result for the Gilbertson Road / Brophy Street intersection is expected to perform satisfactorily on the existing intersection layout for both scenarios, as shown in **Table 7-21** and **Table 7-22.**

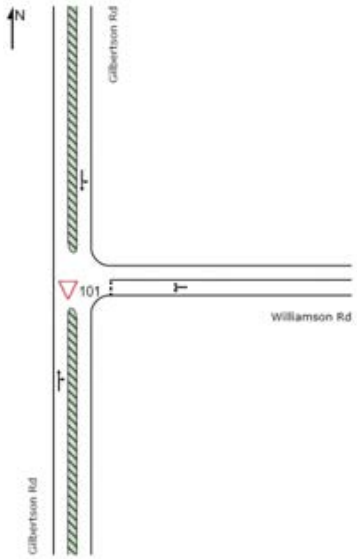
Table 7-21 SIDRA Analysis – Gilbertson Road / Williamson Road – Existing Geometry (2031 Background Regional + Ultimate Development)

Intersection Approach		PM Peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Rd	T	0.21	0.1	A	0.4	0.232	0.2	A	0.9
	R	0.21	4.7	A	0.4	0.232	4.7	A	0.9
East: Williamson Rd	L	0.045	5.7	A	0.5	0.024	5.6	A	0.2
	R	0.045	8.3	A	0.5	0.024	8.5	A	0.2
North: Gilbertson Rd	L	0.169	4.1	A	0	0.17	4.1	A	0
	T	0.169	0	A	0	0.17	0	A	0
All vehicles		0.21	0.5	A	0.5	0.232	0.5	A	0.9

Table 7-22 SIDRA Analysis – Gilbertson Road / Williamson Road – Existing Geometry (Ultimate Scenario)

Intersection Approach		PM Peak				SAT Peak			
		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Gilbertson Rd	T	0.25	0.3	A	1.3	0.316	0.6	A	2.9
	R	0.25	5.4	A	1.3	0.316	5.4	A	2.9
East: Williamson Rd	L	0.159	6.3	A	1.7	0.08	5.9	A	0.8
	R	0.159	10.3	B	1.7	0.08	10.7	B	0.8
North: Gilbertson Rd	L	0.225	4.1	A	0	0.208	4.1	A	0
	T	0.225	0	A	0	0.208	0	A	0
All vehicles		0.25	1.4	A	1.7	0.316	1.3	A	2.9

Figure 7-9 Gilbertson Road / Williamson Road



8 Service / Loading

8.1 Service / Delivery

Freight and deliveries destined for the Activity Centre can take advantage of the high-capacity regional road network within the area, including South Street, North Lake Road, Leach Highway and Kwinana Freeway.

Commercial and retail deliveries are expected to be serviced by on-site loading docks or loading bays to limit the impact on boundary roads and conflicts between heavy vehicles and vulnerable road users.

8.2 Regional Road Freight

Kardinya Activity Centre's location along South Street, as well as its proximity to the O'Connor industrial area is likely to result in a high frequency of bypass freight trips. Long-term investigation of an alternative freight route to assist in improving road conditions in the vicinity, while reducing the intrinsic risks associated with operating in a mixed-traffic environment.

9 Conclusions

The Kardinya Activity Centre Structure Plan envisage to achieve a high-quality transport environment, where integrated network of transport modes encompassing private vehicles, public transport, cycling and walking modes are proposed.

Parking demand has been chosen as the focus for mode shift. Parking provision for both residential and commercial within the Activity Centre is proposed to be restricted to a maximum rate determined for general land uses, and partly offset through public provision.

For the purpose of this assessment, all internal trips between land uses within the Activity Centre, are assumed to be taken by non-car modes. However, for robust assessment, this reduction is only reflected onto non-residential traffic generation, with approximately 19% during the AM peak and 35% during the PM peak.

SIDRA analysis results show that the following intersections may perform unsatisfactorily upon the ultimate buildout of the Activity Centre:

- South Street / Main Street Intersection
- South Street / Gilbertson Road Intersection

However, this is mainly due to the growth of regional traffic carried along South Street.

South Street / Gilbertson Road intersection could be improved by upgrading the intersection layout and signal phasing. For South Street / Main Street intersection, signalisation in the future could be a solution to overcome the limited right out movement. However, this is not considered to be critical, as the traffic will choose to exit from another crossover if there's any significant queueing at the South Street / Main Street intersection.

Higher residential density which represents a higher number of public transport patrons will trigger the requirement for better public transport facilities, providing the impetus to accelerate the planning of the **high-capacity public transport** (**BRT/LRT) route connecting Kardinya Centre with Murdoch Station.**

The proposal within the ACSP will increase the residential density, which will then activate the need for this BRT/LRT. This proposal is expected to shift majority of the private vehicle traffic to public transport, which will result in major transport mode shift.

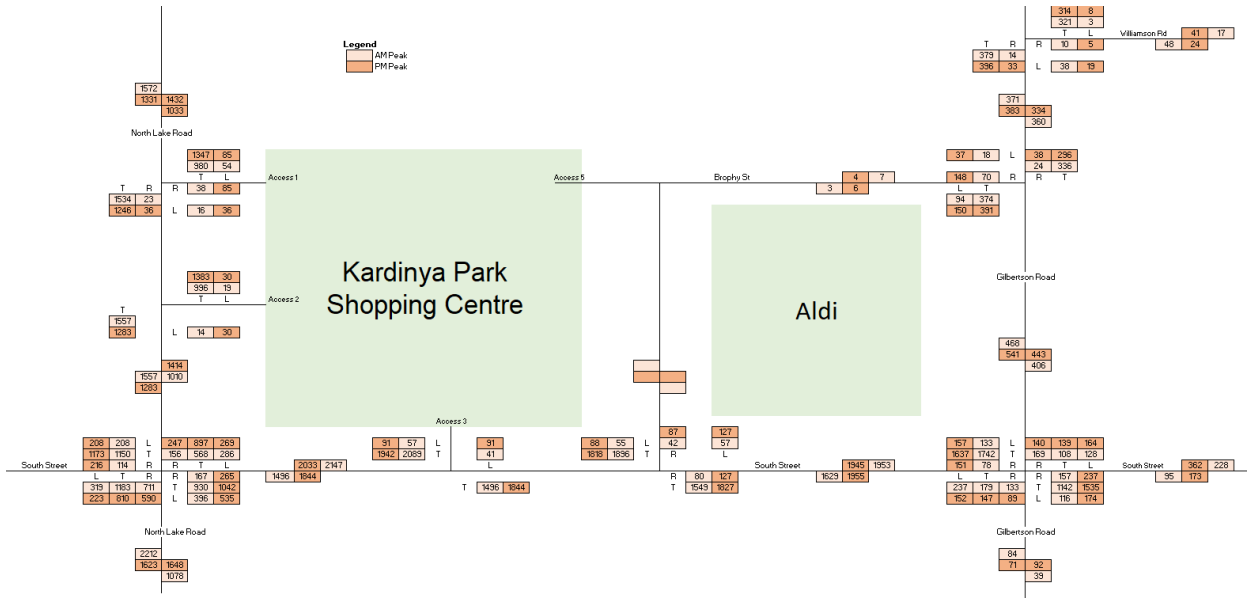
APPENDIX

A

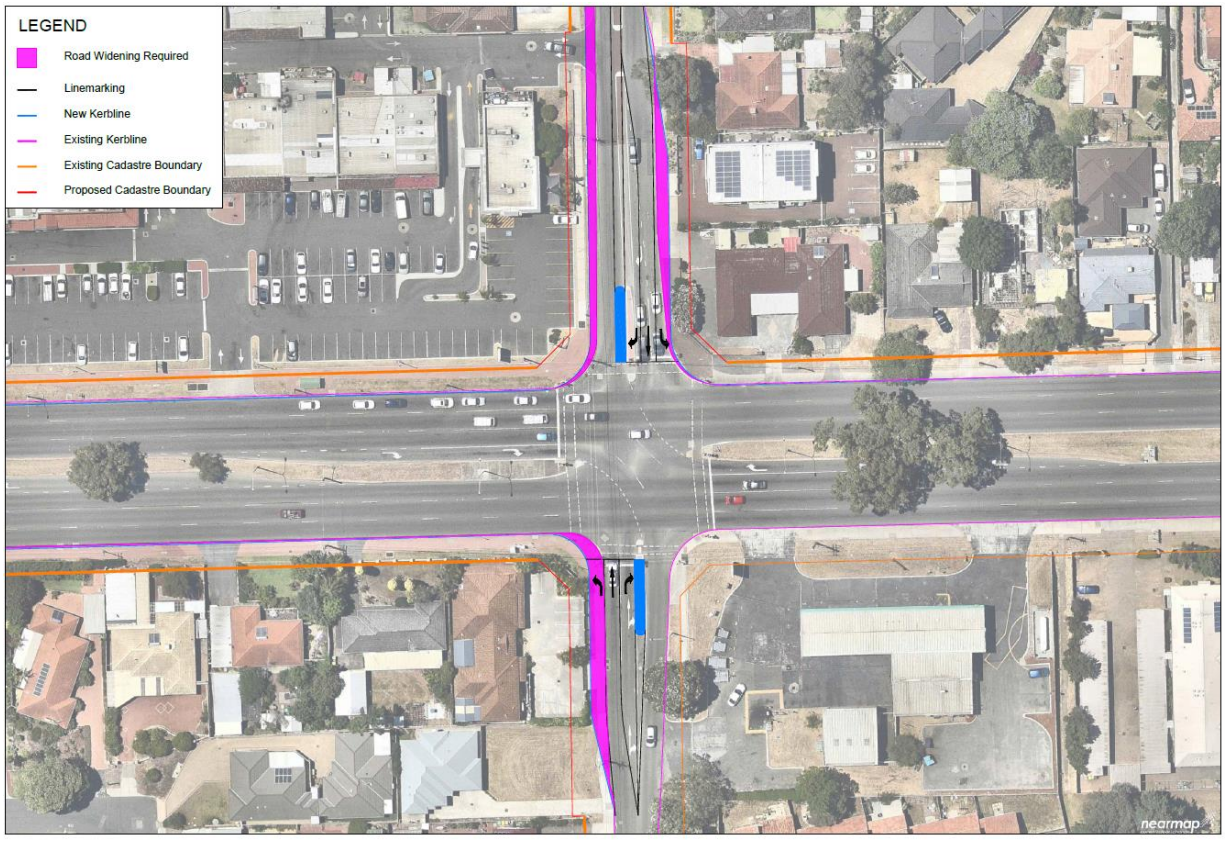
TRAFFIC DISTRIBUTION

APPENDIX B

SOUTH STREET / GILBERTSON ROAD INTERSECTION WIDENING




LEGEND
Land Take Required
Linemarking
New Kerbline
Existing Kerbline
Existing Cadastre Boundary
Proposed Cadastre Boundary
1
3
2.4
nearmap


LEGEND
Road Widening Required
Linemarking
New Kerbline
Existing Kerbline
Existing Cadastre Boundary
Proposed Cadastre Boundary
nearmap

Appendix 3: Pritchard Francis – Servicing Report

Kardinya Park Shopping Centre
Kardinya
Engineering Services Report

Project No: 19320



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Revision	Description	Author	Date
A	Issued For Review	Jamie De Palma	19 December 2019
B	Issued For Review	Jamie De Palma	6 January 2020
C	Stormwater Revised	Jamie De Palma	8 January 2020
D	Structure Plan Revised	Jamie De Palma	12 March 2020

1 General

At the request of Keith Somers on behalf of Dato Holdings Pty Ltd, Pritchard Francis has prepared this engineering servicing report to identify existing site conditions, existing services and potential upgrades required in order to facilitate the development of 1,856 dwellings within an approximate 500m radius of the existing Kardinya Park Shopping Centre.

The development area is located within the City of Melville and is centred about the existing Kardinya Park Shopping Centre which is boarded by South Street on the southern boundary, and North Lake Road on the western boundary. Figure 1 below depicts an aerial photograph of the area, whilst the proposed Local Structure Plan prepared by Element can be found within Appendix One.



Figure 1– 2019 Aerial photograph of the site

This report outlines the capacity of existing utility facilities to service the development. The services under assessment are:

- Water and Sewer Reticulation (Water Corporation WA)
- Drainage (City of Melville)
- Gas (Atco Gas Australia)
- Power (Western Power)
- Communications (Telstra and NBN Co)

In addition to utility service capacity assessment, the report also covers geology and preliminary earthworks advice for development.

2 Information Sources

The table below outlines the background and servicing information obtained by Pritchard Francis to facilitate this report.

Description of Data	Obtained From	Date
Dial Before You Dig	1100	7 November 2019
Site Survey	RM Surveys	8 November 2019
Aerial Imagery	Eagle View	8 November 2019
Groundwater Data	Department of Water	12 November 2019
Architectural Drawings	Hames Sharley	13 November 2019
Stormwater Drainage As Cons	Main Roads WA	14 November 2019
Water Corporation Data	Water Corporation	25 November 2019
Stormwater Drainage As Cons	City of Melville	26 November 2019
Structure Plan Proposal	Element	18 February 2020

3 Site Conditions

3.1 Geology

A geotechnical investigation of the site is yet to be completed and in lieu, Pritchard Francis have assessed the 1:50,000 Geological Map Series. The mapping indicates that the site is likely to consist of Sand comprising of pale yellowish brown, medium to course-grained sub-angular quartz, trace of feldspar, moderately sorted, of residual origin, which is typically suitable for urbanisation, excavation and of high permeability.

Based on our previous experience, we anticipate a site classification of class 'A' in accordance with AS 2870–2011 provided that normal site preparation is undertaken prior to construction.

An infiltration rate of 5m/day is anticipated as stormwater detention structures shall be located in the existing in-situ sand.

A detailed geotechnical investigation would need to be undertaken by a certified geotechnical engineer prior to construction to confirm site conditions and geological development constraints, if any at all. At completion of site work a final geotechnical inspection will be required and sign-off report produced in order for the local authority to provide clearances.

An extract of the Geological Map Series has been provided within Appendix Two.

3.2 Topography

In lieu of a site survey, Pritchard Francis have utilised the contours provided by the Water Corporation Esinet data. The development area includes some reasonable falls, with the levels being in the order of:

- RL 49m AHD at the western extent of the precinct (Callaway Court)
- RL 10m AHD at the northern extent of the precinct (Dalston Crescent)
- RL 23m AHD at the eastern extent of the precinct (South Street)
- RL 34m AHD at the southern extent of the precinct (Dixon Place)
- RL 22m AHD at the centre of the precinct (Kardinya Park Shopping Centre)

The site generally falls from the south-west to the north, with the north-western precinct comprising the steepest of the falls.

Minor earthworks and retaining walls to each individual development site would be likely to accommodate any change of level whilst mitigating any level difference between properties.

A detailed feature survey of the site will be required prior to any detailed documentation works being undertaken.

3.3 Acid Sulphate Conditions

Acid Sulphate Soils (ASS) are naturally occurring soils that contain iron sulphide minerals and are benign in undisturbed state below water table. When the soils get excavated or exposed to air, the sulphides react with oxygen to form sulphuric acid. Care and treatment must be undertaken when carrying out construction in areas with ASS.

In lieu of a geotechnical investigation, Pritchard Francis has assessed the Planning Bulletin to determine the Acid Sulphate Soil risk of the site. The mapping series indicates that the site has a low to no risk of Acid Sulphate Soils.

An extract of the Acid Sulphate Soils Risk Map is provided within Appendix Three.

3.4 Groundwater

The Department of Water indicate that the groundwater is likely to be encountered at RL 9.0m AHD in the eastern precinct of the development zone, reducing to RL 6.0m AHD in the western precinct.

Most of the development area is in excess of 10m from the groundwater and is therefore unlikely that the groundwater will impact the structural design, nor the stormwater detention solution for the development site.

However, the northern precinct where the natural surface falls to RL 10m AHD, may only have 2-3m of clearance to the groundwater. Groundwater in this precinct may impact the construction of basements and stormwater detention solutions.

An extract of the Groundwater Map is provided within Appendix Four.

3.5 Contamination

The Department of Water and Environmental Regulation contaminated site database indicates that no sites within the development area are registered as contaminated site. The publicly available database only lists sites classified as 'Remediated for restricted use', 'Contaminated – remediation required' and 'Contaminated – restricted use'.

3.6 Geomorphic Wetlands

The Department of Biodiversity, Conservation and Attractions Geomorphic Wetlands DBCA-019 database indicates that no sites within the development area are classified as geomorphic wetlands.

3.7 Bushfire Risk

The Department of Fire and Emergency Services (DFES) bushfire risk mapping indicates that no sites within the development area are in a bushfire prone area.

3.8 Heritage Considerations

The Department of Planning, Lands and Heritage (DPLH) aboriginal heritage mapping indicates that no sites within the development area are impacted by Heritage considerations.

4 Infrastructure

4.1 Sewerage Reticulation

The Water Corporation Esinet data obtained on 25 November 2019 indicates that the development area is located adjacent to the following sewer reticulation mains:

- All road reserves are currently serviced by Ø150mm and Ø225mm reticulation mains.
- Ø450mm sewer distribution main operates within the north-western precinct, discharging south-east.
- Ø600mm sewer distribution main operates within the central precinct, discharging south-east.
- Ø760mm sewer distribution main operated within the south-eastern, discharging south-east.
- All sewer reticulation mains north of South Street grade to the Le Souef Drive Pump Station. The pump station is charged via a 200mm rising main along North Lake Road, discharging into the Ø600mm sewer distribution main at South Street.
- All sewer reticulation mains south of South Street grade to the sewer distribution main.

The Water Corporation provided advice with respect to the sewer servicing on 18 December 2019, being:

- The reticulation infrastructure in the catchment the subject area is within can cater for the increase in predicted flows.
- The Le Suoef Dr pump station that serves the catchment and some downstream headworks (major infrastructure) will need to upgraded in the future.
- In regards to developers requirements, as per above there should be no upgrading of reticulation infrastructure but developers may be required to fund new, relocation and/or protection of works depending on the development proposal taking place.
- The upgrading of the headworks infrastructure will be funded by the Water Corporation.

This advice was subsequently confirmed with respect to the updated structure plan, provided on 9 March 2020:

- The update does not change the comments we made previously as informed below.
- The reticulation infrastructure in the catchment the subject area is within can cater for the increase in predicted flows.
- The Le Suoef Dr pump station that serves the catchment and some downstream headworks (major infrastructure) will need to upgraded in the future.
- In regards to developers requirements, as per above there should be no upgrading of reticulation infrastructure but developers may be required to fund new, relocation and/or protection of works depending on the development proposal taking place.
- The upgrading of the headworks infrastructure will be funded by the Water Corporation.

The advice from the Water Corporation confirms that the proposed structure plan amendment can be supported by the existing sewer reticulation infrastructure.

Refer to Appendix Five which contains a plan of the existing sewer infrastructure and Water Corporation correspondence.

4.2 Water Reticulation

The Water Corporation Esinet data obtained on 25 November 2019 indicates that the development area is surrounded by the following water reticulation mains:

- All road reserves are currently serviced by Ø100mm, Ø150mm and Ø200mm reticulation mains.
- Ø375mm water distribution main operates within the north-western precinct, continuing to the east.
- Ø375mm water distribution main operates within the northern precinct, continuing to the east.
- Ø305mm water distribution main operates within the Gilbertson Road.
- Ø760mm water distribution main operates within the south-eastern precinct, within both South Street and Gilbertson Road.

The Water Corporation provided advice with respect to the water servicing on 2 December 2019, being:

- By the way some good news, water does not seem to be a problem.

The advice from the Water Corporation confirms that the proposed structure plan amendment can be supported by the existing water reticulation infrastructure.

A hydraulic consultant will be required to assess each individual development site in order to:

- Size the water and fire connections to the development site.
- Review the water pressure and flow within the existing water mains to verify whether pumps and tanks are necessary to support a proposed development.

Refer to Appendix Six which contains a plan of the existing water infrastructure.

4.3 Stormwater Drainage Strategy

4.3.1 City of Melville Drainage Infrastructure

The City of Melville stormwater data obtained on 26 November 2019 indicates that the development area is surrounded by the following stormwater assets:

- Stormwater assets within the northern precinct typically grade to the Laurie Withers Reserve and Jack Martin Reserve.
- Stormwater assets within the eastern precinct appear to grade towards Morris Buzacott Reserve.
- Stormwater assets within the southern precinct typically grade to Gilbertson Road, and south towards Red Gum Park.
- Stormwater assets within South Street are controlled by Main Roads WA, which ultimately discharge into the Gilbertson Road drainage system.

Pritchard Francis anticipate that an upgrade to the existing road reserve drainage networks would not be required, and all stormwater networks would be appropriately sized to cater for the existing land uses and road reserve widths. An increase to the residential zoning will not impose additional load on the existing stormwater networks as per Section 4.3.2 below.

Refer to Appendix Seven which contains a plan of the existing stormwater infrastructure.

4.3.2 City of Melville Drainage Requirements

The City of Melville website defines that all developments shall contain stormwater on site in accordance with the City of Melville detention requirements. The detention requirements differ subject to the development type.

Residential Development

- All stormwater shall be retained and discharged on site.
- All soak-wells installed in paved or concrete areas shall be provided with trafficable lids and made accessible for maintenance purposes.
- Soak-wells to be no closer than 1.0m to a footing or boundary.
- All soak-wells used shall be from an accredited supplier.
- All soak-wells installed within flexible pavement areas (bitumen or brick paving) shall be provided with an appropriate base to prevent any subsidence of the well liners.
- It is the owner's responsibility to regularly clean and maintain on-site drainage systems to ensure its on-going functionality.
- Residential sites located below road level shall have drainage systems designed to cater for a 1:100 ARI 24hr storm event.
- Residential sites located above road level shall have drainage systems designed to cater for a 1:20 ARI 1hr storm event.

Industrial and Mixed Use

- All drainage systems designed for the proposed developments shall be certified by a Registered Professional Engineer.
- The design of the systems, shall conform to the requirements of the Building Code of Australia (BCA) and the Australian Standard (AS 3500).
- It shall be the Engineer's responsibility to demonstrate that a 1:100 ARI 24hr storm event is fully contained within the property boundary.

A copy of the stormwater detention requirements is provided within Appendix Eight.

4.4 Gas Supply

A Dial Before You Dig investigation indicates that there is existing gas infrastructure within the vicinity of the proposed structure plan amendment. All road reserves are fed with medium-low to medium pressure pipelines.

Atco Gas provided advice with respect to the gas servicing on 12 March 2020, being:

- Currently, part of the distribution network in Kardinya is reticulated in Medium Low Pressure (MAOP 7kPa) and this will be rationalised to Medium Pressure (MAOP 70kPa) in 2020.
- The gas distribution network in this area of interest in the suburb of Kardinya is currently going through a program to rationalise the gas pressure. Once completed (total completion by 2021) the gas network in this area will be able to supply a total of approximately 1900 dwellings.

The advice from Atco Gas confirms that the proposed structure plan amendment can be supported by the existing and planned upgrades of the gas infrastructure.

Refer to Appendix Nine which contains a plan of the existing gas infrastructure and Atco Gas correspondence.

4.5 Electrical Supply

A Dial Before You Dig investigation indicates that there is existing Western Power infrastructure within the vicinity of the proposed structure plan amendment. The following Western Power assets are located around the development area:

- Existing 66kVa overhead transmission line within the eastern verge of North Lake Road.
- High Voltage overhead cables within the southern verge of South Street, western verge of Gilbertson Road and western verge of North Lake Road.
- Typical High Voltage feeders within the residential streets.

Pritchard Francis engaged with 3E Electrical to seek further electrical advice, with the following comments received:

Background

The proposed development of the Kardinya Shopping Centre precinct, resulting in the increase in dwelling density by an additional 1521 dwellings. Based on the assumption that we have 75%/25% group housing/multi-story dwelling and green title development works. The additional load that will be added to the network will be approximately 6.5MVA of design load. Network feeders are designed to cater for 10MVA of actual load, and some provision for growth.

Existing and Proposed Power Infrastructure

The area is fed by the O'Connor zone substation located at the Garling St and Bowen St intersection, with HV distribution feeders all throughout this area. A mixture of aerial and underground HV feeder cables are available to connect/extend as the area develops. The spare capacity in the zone substation is between 25 – 30MVA, which is more than enough to cater for any expansion works in the surrounding suburbs. As the development area is within a couple of kms of the zone substation, tweaks to the existing network to shift load would be the first option for Western Power during the initial phases of the area upgrade.

In the past when additional load is added to the network at a slower rate, approximately 1.5MVA per year this has been considered load growth and thus any major network reinforcement works that maybe required to provide the capacity in the area is covered by Western Power.

Based on the overall load profile and probably staged development of the area, large network costs would not likely be incurred.

The Dial Before You Dig data has been provided within Appendix Ten.

4.6 Communications

A Dial Before You Dig investigation indicates that there is existing communications infrastructure within the vicinity of the proposed structure plan amendment. The following assets are located around the development area:

- Telstra Cables within all road reserves,
- Optus fibre optic within the northern verge of South Street, western and eastern verge of North Lake Road,
- Nextgen within the northern verge of South Street,
- NBN within all road reserves.

Pritchard Francis engaged with 3E Electrical to seek further communication advice, with the following comments received:

3E Communications Advice

The proposed redevelopment is located within a suburb that has already been converted to NBN Co broadband under the Brownfields Rollout. Therefore, NBN Co would be regarded as the infrastructure provider of last resort (IPoLR) and could be engaged, if the Developer/s so wanted, for the provision of broadband and voice infrastructure. If not, either of the niche Service Providers could be engaged. Under the Definitive Agreements with NBN Co, Telstra is not permitted provide broadband or voice infrastructure on its copper network for a period of 20 years, from the time of the agreement.

Developers have two obligations in relation to telecommunications:

- Firstly, to provide fibre ready pit and pipe, a requirement under the Telecommunications Act 1997
- Secondly, to provide telecommunications infrastructure, as is provided for other utilities, a requirement of the Federal Government's Telecommunications in New Developments Policy.

Although the fibre ready requirement applies strictly to Developers who are statutory corporations, we recommend that all Developers comply.

Although the existing NBN Co technology within Kardinya is Fibre to the Node (FTTN), given the increase in yield, NBN Co would most likely deliver fibre to the Premises (FTTP) technology, if the redevelopment were not to take place over an extended period of time. If the development were to be undertaken by a single Developer then NBN Co would most likely lean towards an FTTP solution. However, if multiple Developers were involved, ie primarily individual home owners, then it would be more difficult to obtain an FTTP solution. Assuming a mix of development by multiple home owners and land Developers, the probability of FTTP being delivered would be increased. A consortium of Developers could approach NBN Co under the Technology Choice Programme seeking the provision of FTTP or an approach could be made to NBN Co seeking their funding of the network upgrade, given the expected increase in yield and the consequential inadequacy of the FTTN network. NBN Co would take such as decision on commercial basis.

Major roads within the proposed redevelopment area, such as South St, North Lake Rd, Gilbertson Rd, are well serviced with large conduit routes but most other streets would not be regarded as fibre ready, since many are only serviced with P20 or P35 pipe, neither of which could support a substantial increase in cable infrastructure – see Telstra DBYD attached. Such streets would need to be upgraded to fibre ready standards. It should be noted that some existing conduit routes are constructed of asbestos composite material and that telecommunications carriers works and costs could reflect the precautions needed to be taken when upgrading networks through those routes.

Assuming road reserves are unchanged, we would not foresee telecommunications relocation works arising from the redevelopment but if alterations were made to road reserves, then a number of telecommunications carriers could be affected, ie Optus, Nextgen, Pipe Networks, NBN Co and Telstra. If road reserves we to be altered we recommend that such changes be implemented without compromising the standard alignments designated within the Utility Providers Code of Practice.

Apart from the costs associated with the upgrade works above, we would not see any obstacle to the provision of the additional services to the development.

The communications Dial Before You Dig data has been provided within Appendix Eleven.

5 Conclusion

This report outlines the existing geotechnical conditions and existing road reserve services servicing the proposed structure plan amendment of Kardinya Park. Pritchard Francis confirm that the site is accessible and can be served with roads, electrical, water, sewer, gas, stormwater drainage and communications infrastructure.

Appendices

Appendix One:	Local Structure Plan
Appendix Two:	Geology
Appendix Three:	Acid Sulphate Soils Risk Map
Appendix Four:	Groundwater Mapping
Appendix Five:	Sewer Reticulation Infrastructure
Appendix Six:	Water Reticulation Infrastructure
Appendix Seven	Stormwater Infrastructure
Appendix Eight:	Stormwater Detention
Appendix Nine:	Gas Infrastructure
Appendix Ten:	Electrical Infrastructure
Appendix Eleven:	Communication Infrastructure

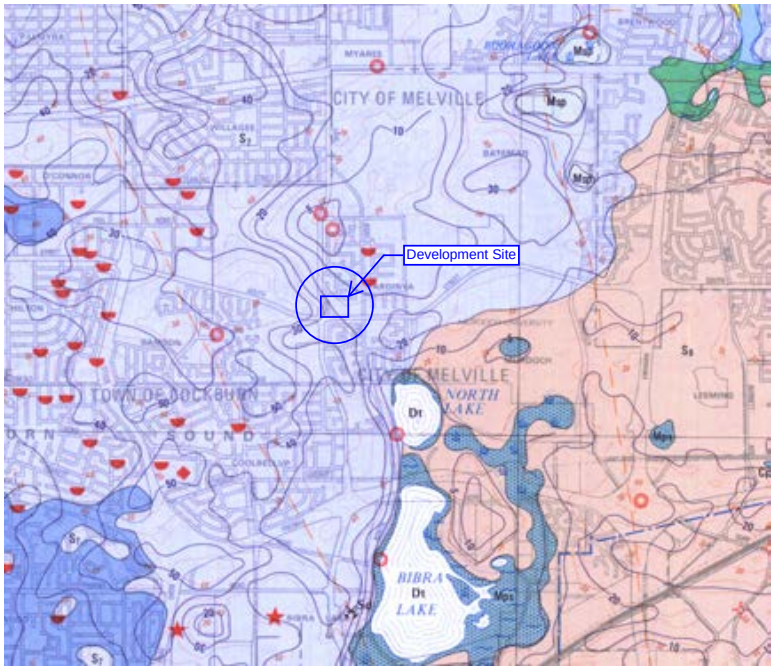
Appendix One: Local Structure Plan

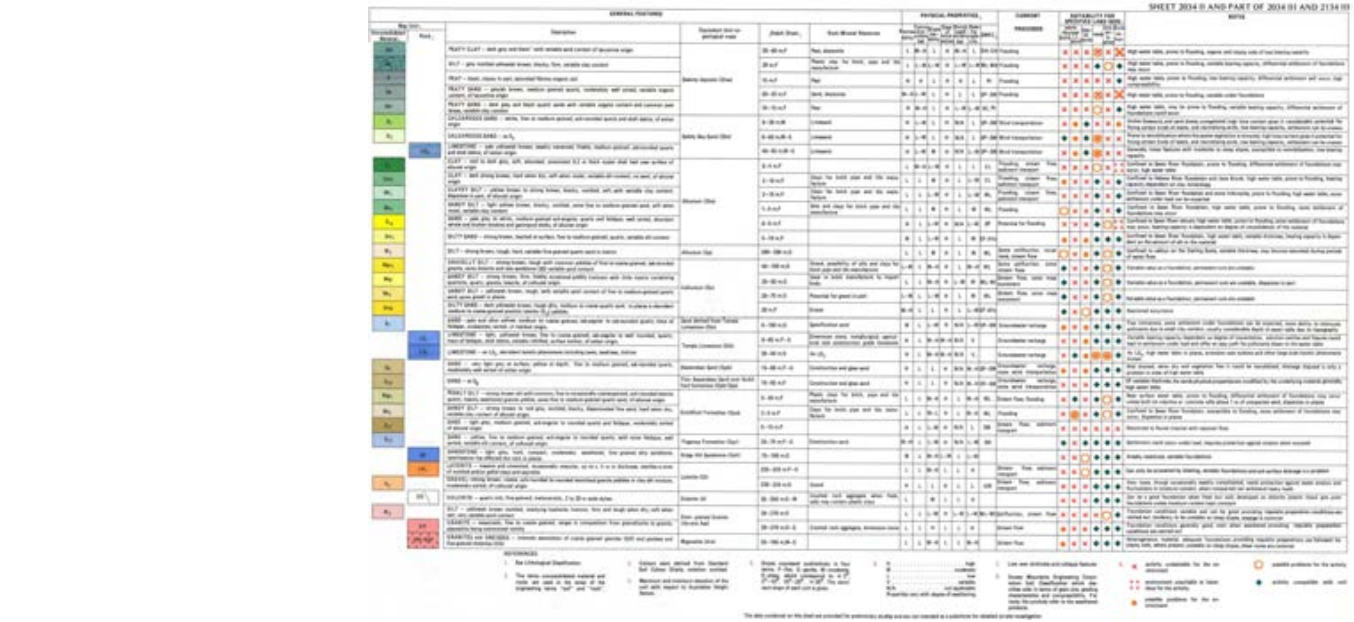


Appendix Two: Geology

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GEOLOGICAL SURVEY OF WESTERN AUSTRALIA

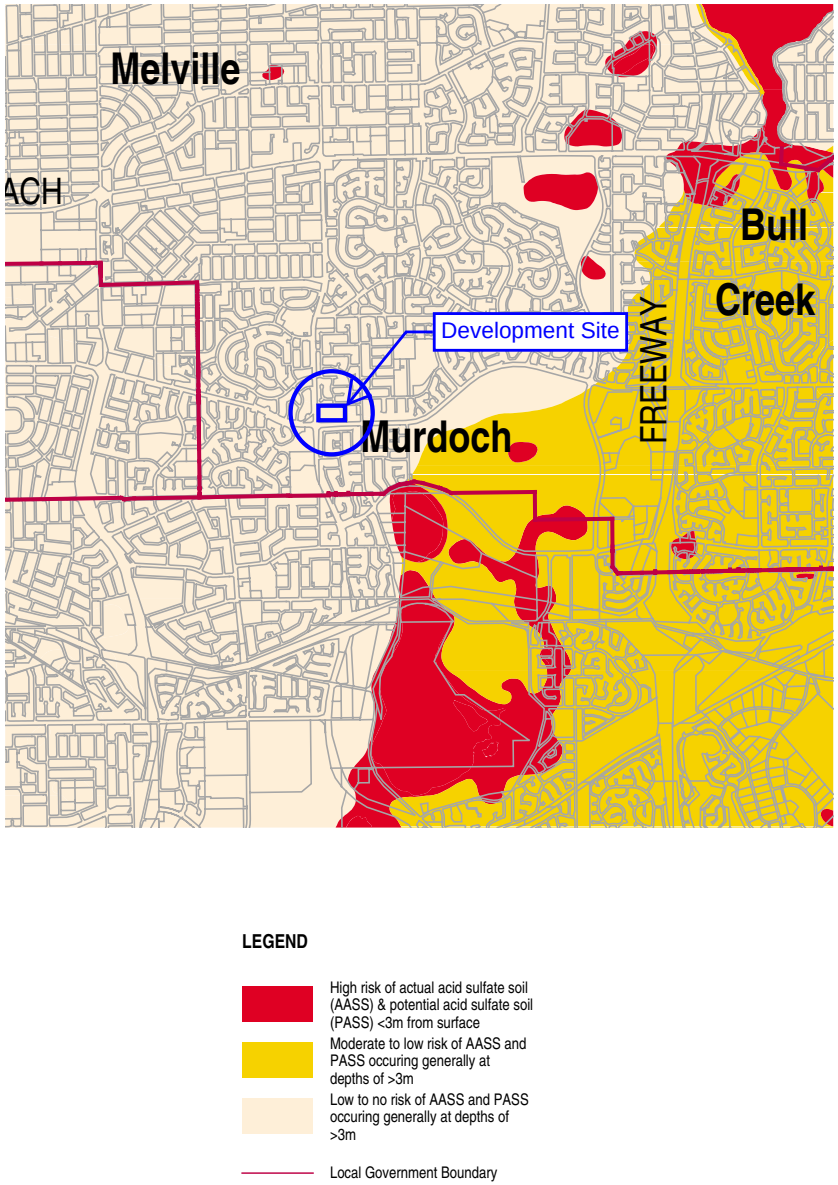




Appendix Three: Acid Sulphate Soils Risk Map

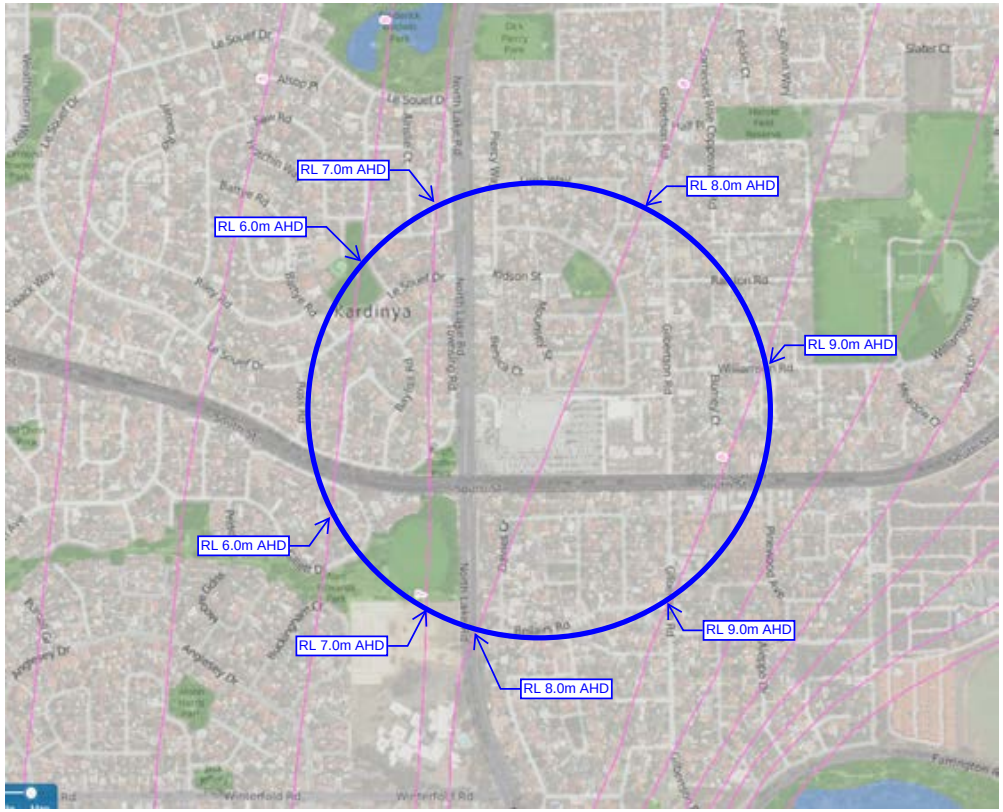
Planning Bulletin Number 64

Figure 3: Central Metropolitan Region Scheme Acid Sulfate Soils

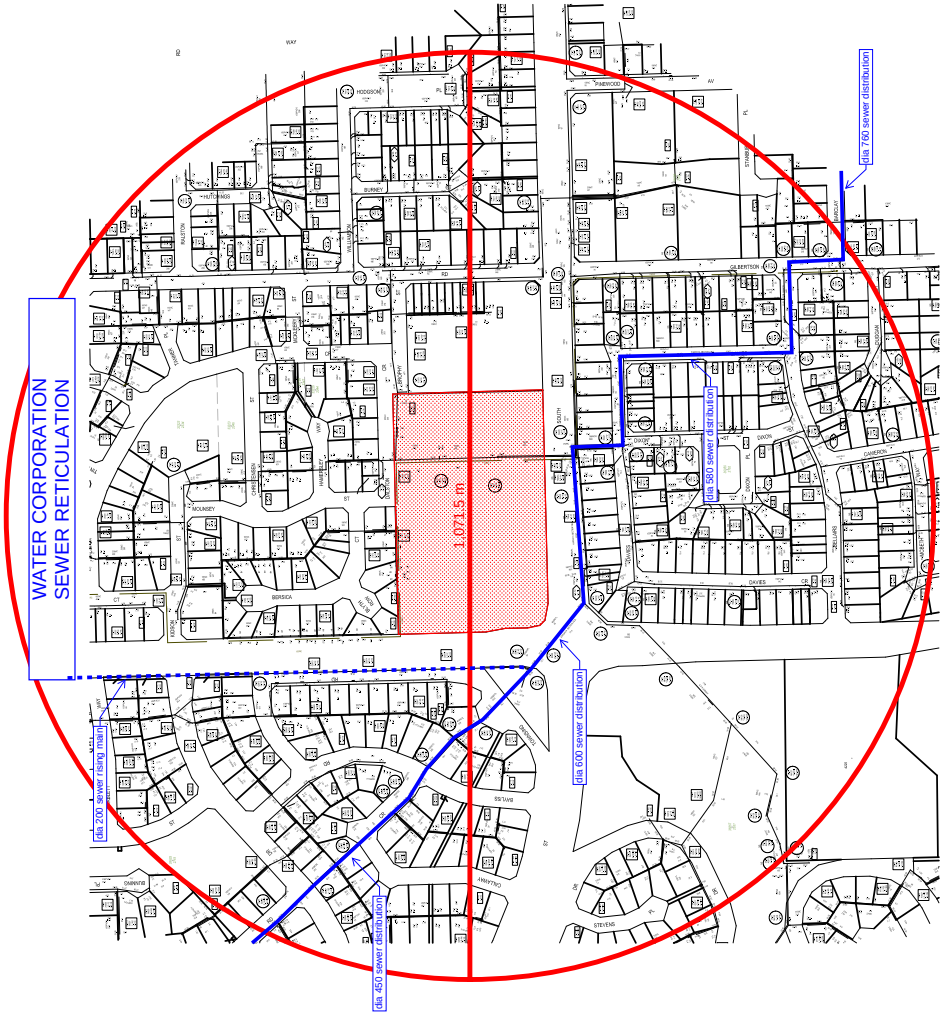


Appendix Four: Groundwater Mapping

DEPARTMENT OF WATER
GROUNDWATER



Appendix Five: Sewer Reticulation Infrastructure



Jamie De Palma

From: Kevin Purcher <Kevin.Purcher@watercorporation.com.au>
Sent: Monday, 9 March 2020 8:17 AM
To: Jamie De Palma
Subject: RE: South St Kardinya

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Kardinya

Hi Jamie

Thanks for the update with the expected yield. The update does not change the comments we made previously as informed below.

- The reticulation infrastructure in the catchment the subject area is within can cater for the increase in predicted flows.
- The Le Suoef Dr pump station that serves the catchment and some downstream headworks (major infrastructure) will need to upgraded in the future.

In regards to developers requirements, as per above there should be no upgrading of reticulation infrastructure but developers may be required to fund new, relocation and/or protection of works depending on the development proposal taking place.

The upgrading of the headworks infrastructure will be funded by the Water Corporation.

If you have any queries please ask.

Kevin Purcher
Snr Plnr - Land Planning
Development Services

E Kevin.Purcher@watercorporation.com.au
T (08) 9420 2385

From: Jamie De Palma [mailto:jamie.d@pfeng.com.au]
Sent: Wednesday, 19 February 2020 8:54 AM
To: Kevin Purcher
Subject: RE: South St Kardinya

Morning Kevin,

The planning consultant for the Kardinya Structure Plan has received feedback from the WAPC and City of Melville, and the development area has slightly expanded with an expected yield of 1,856 dwellings in lieu of 1,521. An increase of 335 dwellings.

Will the additional dwellings impact your previous assessment regarding water and sewer servicing?

Jamie De Palma
Associate - Civil
Pritchard Francis | T (08) 9382 5111

From: Kevin Purcher <Kevin.Purcher@watercorporation.com.au>
Sent: Wednesday, 18 December 2019 8:38 AM
To: Jamie De Palma <jamie.d@pfeng.com.au>
Subject: RE: South St Kardinya

Hi Jamie

Your email is perfectly timed. I just got a response from Planning last night. Please note the following.

- The reticulation infrastructure in the catchment the subject area is within can cater for the increase in predicted flows.
- The Le Suoef Dr pump station that serves the catchment and some downstream headworks (major infrastructure) will need to upgraded in the future.

In regards to developers requirements, as per above there should be no upgrading of reticulation infrastructure but developers may be required to fund new, relocation and/or protection of works depending on the development proposal taking place.

The upgrading of the headworks infrastructure will be funded by the Water Corporation.

If you have any queries please ask.

Regards

Kevin Purcher
Snr Plnr - Land Planning
Development Services

E Kevin.Purcher@watercorporation.com.au
T (08) 9420 2385

From: Jamie De Palma [mailto:jamie.d@pfeng.com.au]
Sent: Wednesday, 18 December 2019 7:46 AM
To: Kevin Purcher
Subject: RE: South St Kardinya

Hi Kevin,

Hope things are going well.

Just touching base to see how the planning review of the sewer reticulation is progressing? If you have any queries please call me.

Jamie De Palma
Associate - Civil
Pritchard Francis | T (08) 9382 5111

From: Kevin Purcher <Kevin.Purcher@watercorporation.com.au>
Sent: Tuesday, 3 December 2019 11:49 AM
To: Jamie De Palma <jamie.d@pfeng.com.au>
Subject: RE: South St Kardinya

Hi Jamie

Just to keep you updated the review of our scheme should be completed around the end of the December. I'll be on leave around then so if it comes before I go on leave that will be good but if not I will be getting back to you early January.

Regards

Kevin Purcher
Snr Plnr - Land Planning
Development Services

E Kevin.Purcher@watercorporation.com.au
T (08) 9420 2385

From: Kevin Purcher
Sent: Monday, 2 December 2019 2:44 PM
To: Jamie De Palma
Subject: RE: South St Kardinya

Thanks Jamie

Just what I needed. I'll arrange for a review of the Wastewater Planning.

Regards

Kevin Purcher
Snr Plnr - Land Planning
Development Services

E Kevin.Purcher@watercorporation.com.au
T (08) 9420 2385

From: Jamie De Palma [mailto:jamie.d@pfeng.com.au]
Sent: Monday, 2 December 2019 2:25 PM
To: Kevin Purcher
Subject: RE: South St Kardinya

Hi Kevin,

Comments in blue below.

Jamie De Palma
Associate - Civil
Pritchard Francis | T (08) 9382 5111

From: Kevin Purcher <Kevin.Purcher@watercorporation.com.au>
Sent: Monday, 2 December 2019 2:12 PM
To: Jamie De Palma <jamie.d@pfeng.com.au>
Subject: South St Kardinya

Hi Jamie

In regards to your query you sent us recently could you help with a bit more information.

Are the 1521 dwellings additional to the existing dwellings in the area or the total dwellings after development has occurred? The 1521 dwellings are the total amount of dwellings after development has occurred. There are about 300 dwellings within the structure plan already, so we are looking at 1221 additional dwellings.

Do you have an idea of the timing of the development (over how many years)? The increase in density is coming off the back of the $100M Kardinya Park Shopping Centre redevelopment. With the shopping centre to be completed in about 3 years, it would be fair to say that most of the dwelling increase will be 5-10 years away.

I will have to put this up to our Networks team to do a full review for the area because a quick desktop review looks like the Le Souef Dr WWPS would be under pressure and some connecting sewers may also be.

Could you also let me know what the drivers are for the query as the review of the planning has not been scheduled and it may take some time. Kardinya Park Shopping Centre was recently commissioned and a Development Application to the City of Melville will be submitted this month (December 2019). As a result of the shopping centre redevelopment, the client and City are keen to redevelop the surrounding precinct and create a hub.

BTW some good news, water does not seem to be a problem. Excellent. Thanks for confirming.

If you have a query please ask.

Regards

Kevin Purcher
Snr Plnr - Land Planning
Development Services

E Kevin.Purcher@watercorporation.com.au
T (08) 9420 2385

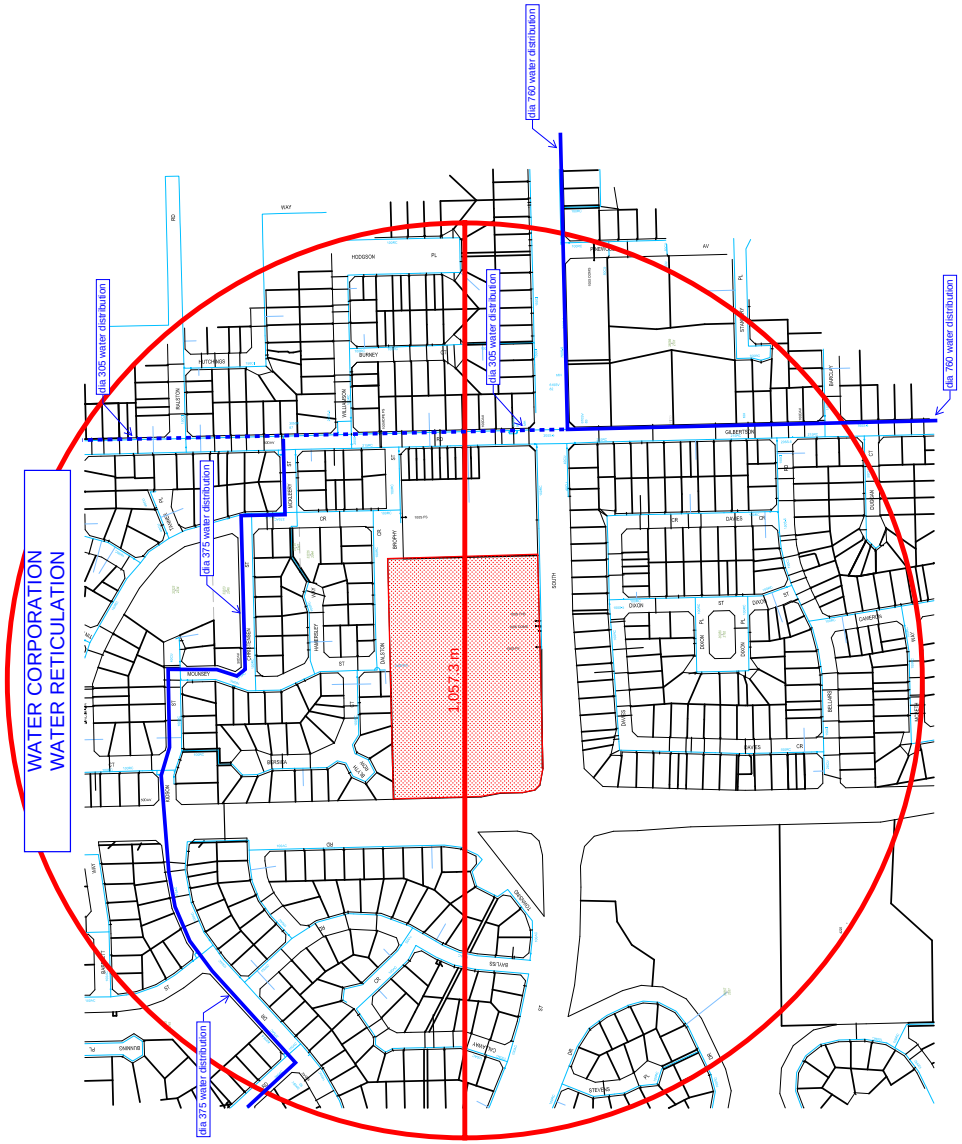
watercorporation.com.au

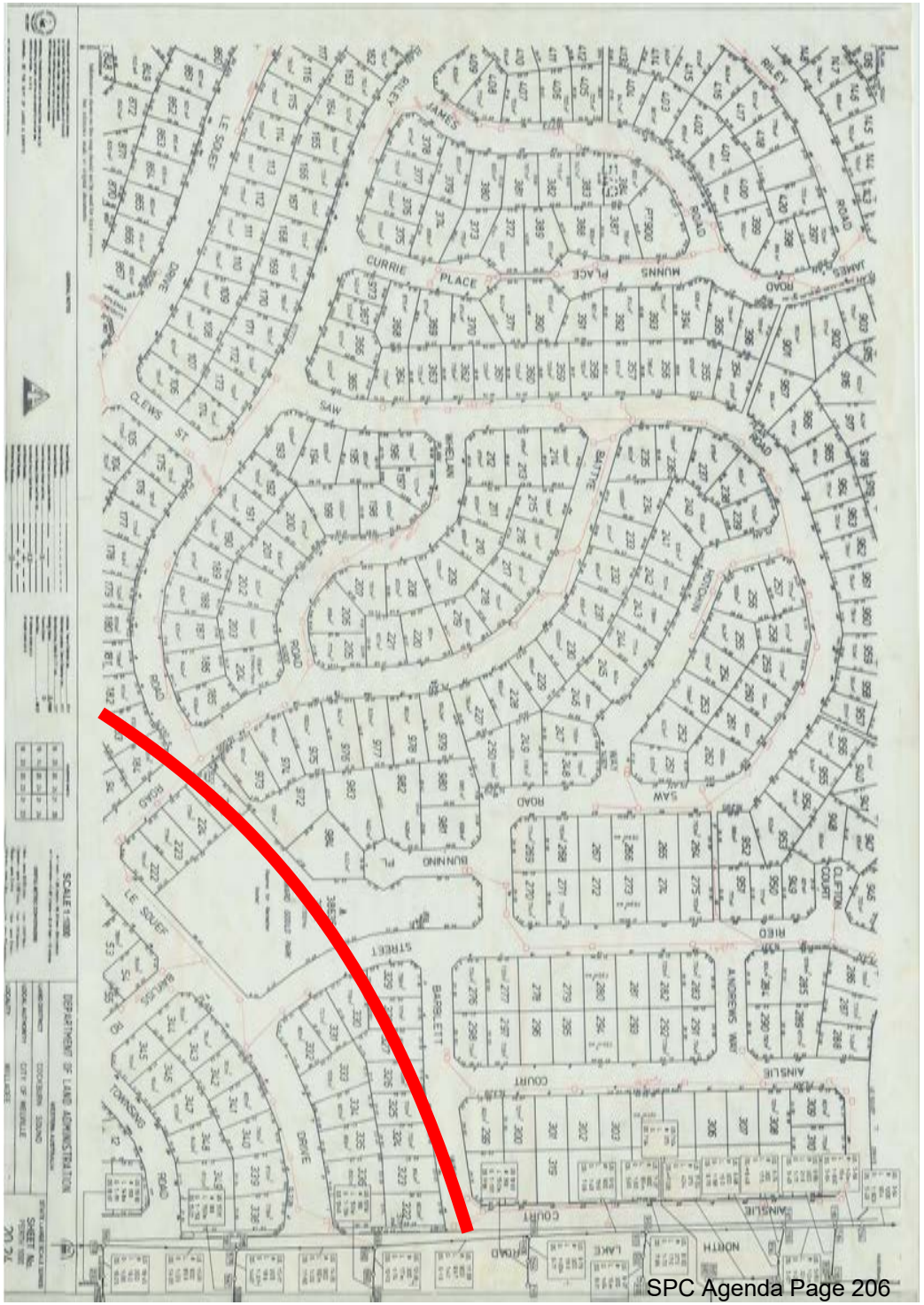
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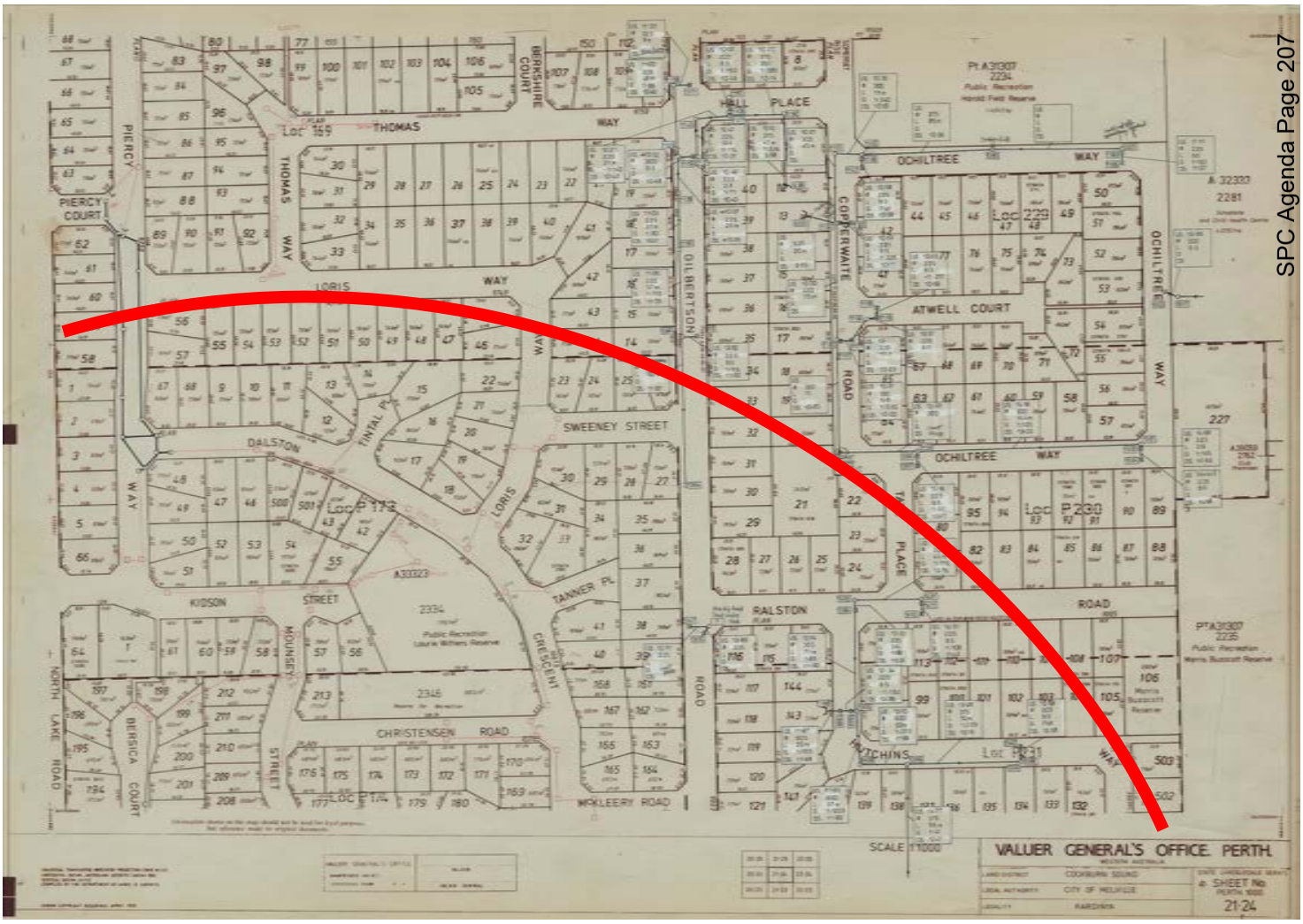
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Appendix Six: Water Reticulation Infrastructure

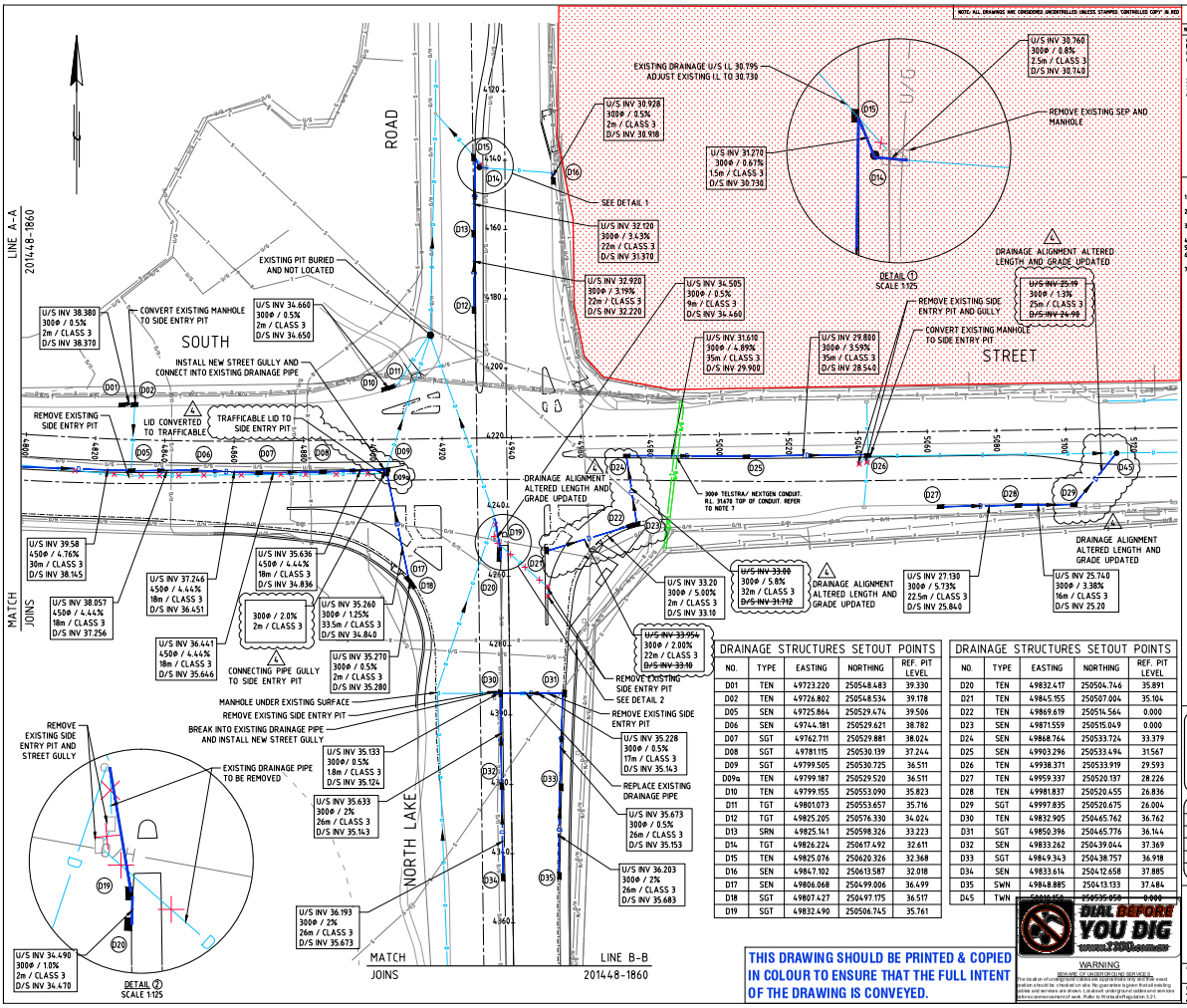



CURRIE PLACE
MUNNS PLACE
JAMES ROAD
CLEWS ST
SAW ROAD
BAYLIE ROAD
LE SOUEF ROAD
BUNNING PL
CLIFTON COURT
ANSLIE COURT
BARBLETT STREET
TOMASINO DRIVE
ANDREWS WAY
NORTH LAKE ROAD


THOMAS WAY
LORIS WAY
SWEENEY STREET
DALSTON WAY
KIDSON STREET
CHRISTENSEN ROAD
McKEEREY ROAD
PIERCY COURT
BERKSHIRE COURT
HILL PLACE
OCHILTREE WAY
ATWELL COURT
COPPERWAITE ROAD
GILBERTSON ROAD
TANNER PL
RALSTON ROAD
HITCHINS WAY
MOUNSEY CRESCENT
BERRICA COURT
NORTH LAKE ROAD
SCALE 1:1000
VALUER GENERAL'S OFFICE PERTH
SHEET No. 21-24


COLEBATCH HILL
STILEMAN HEIGHTS
LE SOUEF DRIVE
TOWNSHEND WAY
TOWNSING ROAD
ROSS DRIVE
BAYLISS CRESCENT
CALLAWAY PLACE
NORTH LAKE ROAD
SOUTH LAKE ROAD
HADLEY AVENUE
WILSMORE GROVE
GILLETT STREET
PETTERSON CT.
SHANN GROVE
WOOD CT.
PRIDER COURT
JULL COURT
STEVENS PLACE
MORROW MEWS
ALAN EDWARDS PARK
FRANK CANN PARK
RALPH TROTTER PARK
MOORE GARDENS
SCALE 1:1000
VALUER GENERAL'S OFFICE, PERTH.
WESTERN AUSTRALIA
LAND DISTRICT COCKBURN SOUND
LOCAL AUTHORITY CITY OF MELVILLE
LOCALITY HILTON & WILLAGEE
STATE LARGE SCALE SERIES
SHEET No. 20.23

NOTE: ALL DRAWINGS ARE CONSIDERED UNCONTROLLED UNLESS STAMPED "CONTROLLED COPY" IN RED



AMENDMENTS

No.	DATE	DESCRIPTION	APPROVED
A	19.08.2015	ISSUED FOR 85% DESIGN REVIEW	DN
B	03.10.2015	RE-ISSUED FOR 85% DESIGN REVIEW	DN
C	30.10.2015	ISSUED FOR 100% DESIGN REVIEW	DN
0	04.03.2015	ISSUED FOR CONSTRUCTION	DN
1	16.09.2015	ISSUED FOR CONSTRUCTION AMENDED TO INCLUDE SEWER LEVELS AMENDED TO REDUCE PIT DEPTH	SA
2	29.10.2015	D22 & D24 DETAILS UPDATED	SA
3	30.12.2015	D29 & D45 DRAINAGE DESIGN AMENDED	SA
4	11.07.2016	AS CONSTRUCTED	DN

NOTES

1. THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE MRWA SPECIFICATIONS.
2. EASTING/NORTHING SPECIFIED FOR SIDE ENTRY PITS DENOTE THE FACE OF KERB.
3. REMOVE ANY REDUNDANT DRAINAGE STRUCTURES AND CONNECTING PIPES AND BACKFILL WITH SUITABLE MATERIAL.
4. ALL NEW PIPES TO BE CLASS 3.
5. ALL PIPE JOINTS SHALL BE RUBBER RING JOINTED.
6. DRAINAGE STRUCTURES "D01" TO "D09" ARE TO BE STREET GULLIES DUE TO STREET LIGHTING IN CENTRAL MEDIAN.
7. CONTRACTOR TO ENSURE SAFE INSTALLATION OF DRAINAGE PIPE BETWEEN D24 AND D25 TO AVOID CLASHING WITH TELSTRA/ NEXTGEN CONDUIT.

LEGEND

- EXISTING SIDE ENTRY PIT
- EXISTING MANHOLE
- EXISTING DRAINAGE PIPE NETWORK
- REMOVE EXISTING DRAINAGE PIPE
- PROPOSED SIDE ENTRY PIT
- PROPOSED STREET GULLY
- D02 PROPOSED MANHOLE
- PROPOSED DRAINAGE PIPE

UPSTREAM INVERT
DIAMETER / SLOPE
LENGTH / CLASS
DOWNSTREAM INVERT

SERVICES

- EXISTING GAS MAIN ATCO
- EXISTING NEXTGEN
- EXISTING OPTUS
- EXISTING OVERHEAD POWER
- EXISTING UNDERGROUND POWER
- EXISTING SEWER GRAVITY MAIN
- EXISTING TELSTRA DISTRIBUTION
- EXISTING OPTIC FIBRE
- EXISTING RETICULATION
- EXISTING WATER MAIN
- 3000 TELSTRA/NEXTGEN CONDUIT TO BE AVOIDED

DRAINAGE STRUCTURES SETOUT POINTS

NO.	TYPE	EASTING	NORTHING	REF. PIT LEVEL
D01	TEN	49723.220	250548.483	39.330
D02	TEN	49726.802	250548.534	39.178
D05	SEN	49725.864	250529.474	39.506
D06	SEN	49744.181	250529.621	38.782
D07	SGT	49762.711	250529.881	38.024
D08	SGT	49781.115	250530.139	37.244
D09	SGT	49799.505	250530.725	36.511
D09a	TEN	49799.187	250529.520	36.511
D10	TEN	49799.155	250553.090	35.823
D11	SGT	49801.073	250553.657	35.716
D12	TGT	49825.205	250576.330	34.024
D13	SRN	49825.141	250598.326	33.223
D14	TGT	49826.224	250617.492	32.611
D15	TEN	49825.076	250620.326	32.368
D16	SEN	49847.102	250613.587	32.018
D17	SEN	49806.068	250499.006	36.499
D18	SGT	49807.427	250497.175	36.517
D19	SGT	49832.490	250506.745	35.761

DRAINAGE STRUCTURES SETOUT POINTS

NO.	TYPE	EASTING	NORTHING	REF. PIT LEVEL
D20	TEN	49832.417	250504.746	35.891
D21	TEN	49845.155	250507.004	35.104
D22	TEN	49869.619	250514.564	0.000
D23	SEN	49871.559	250515.049	0.000
D24	SEN	49868.764	250533.724	33.379
D25	SEN	49903.296	250533.494	31.567
D26	TEN	49938.371	250533.919	29.593
D27	TEN	49959.337	250520.137	28.226
D28	TEN	49981.837	250520.455	26.836
D29	SGT	49997.835	250520.675	26.004
D30	TEN	49832.905	250465.762	36.762
D31	SGT	49850.396	250465.776	36.144
D32	SEN	49833.262	250439.044	37.369
D33	SGT	49849.343	250438.757	36.918
D34	SEN	49833.614	250412.658	37.885
D35	SWN	49848.885	250413.133	37.484
D45	TWN	[illegible]	[illegible]	0.000

AS CONSTRUCTED DRAWING

Main Roads Western Australia
METROPOLITAN REGION
WATERLOO CRESCENT, East Perth 6004
Telephone (08) 9323 4111 Fax (08) 9323 4430

		DATE
SURVEYED	SURVEY RESULTS	15.08.2016
DESIGNER	T. SILVA / D. NGUYEN	21.10.2016
DRAWN	K. WILLIAMS	21.10.2016
CHECKED	D. NGUYEN	10.11.2016
AUTHORISED	T. NGUYEN	04.03.2015
RECOMMENDED	S. ALKINS	04.03.2015

DRAWING SIZE: A1

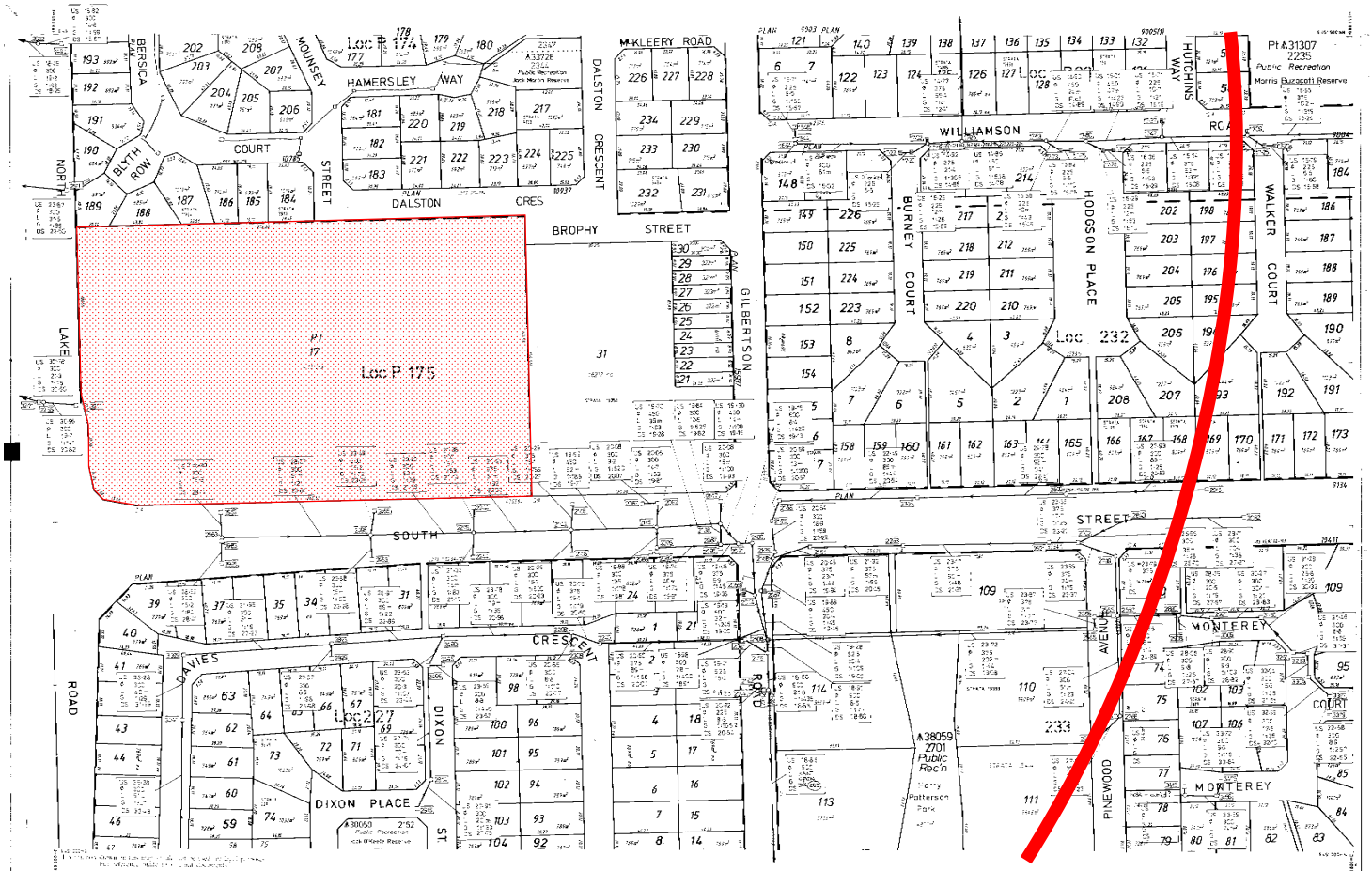
SOUTH STREET (H032)
NORTH LAKE ROAD (3)
DRAINAGE MODIFICATIONS
SHEET 1 OF 2
LOCAL AUTHORITY (119) CITY OF MELVILLE
COMMISSIONED

DRAWING NUMBER 201448-1859 -4 REV.

DIAL BEFORE YOU DIG www.1100.com.au

WARNING
LOCATION OF UNDERGROUND SERVICES
The location of underground services may be approximate only and it is the responsibility of the contractor to ascertain the exact location of all services before commencement of work. Refer to WorkSafe regulation 3.21.

THIS DRAWING SHOULD BE PRINTED & COPIED IN COLOUR TO ENSURE THAT THE FULL INTENT OF THE DRAWING IS CONVEYED.



Appendix Eight: Stormwater Detention

Stormwater Drainage

Please find below general guidelines and conditions for on-site stormwater drainage.

Submitting Plans - Drainage Details Required

All building related plans submitted to the City of Melville, must include a site plan indicating the following drainage details:

- Existing ground levels or contours.
- Proposed levels of paved or concrete areas.
- Details of proposed roof and pavement drainage disposal systems.
- Size (depth & diameter) and locations of all soak-wells.

Factors such as soil conditions, water table depth and capacity for storm events need to be taken into account by the appointed professional engineer.

Conditions Applicable for all General Residential Developments

- All stormwater shall be retained and discharged on site.
- All soak-wells installed in paved or concrete areas shall be provided with trafficable lids and made accessible for maintenance purposes.
- Soak-wells to be no closer than 1.0m to a footing or boundary.
- All soak-wells used shall be from an accredited supplier.
- All soak-wells installed within flexible pavement areas (bitumen or brick paving) shall be provided with an appropriate base to prevent any subsidence of the well liners.
- It is the owner's responsibility to regularly clean and maintain on-site drainage systems to ensure its on-going functionality.
-

Residential sites located below road level shall have drainage systems designed to cater for a 1:100 ARI 24hr storm event.

- Residential sites located above road level shall have drainage systems designed to cater for a 1:20 ARI 1hr storm event.

Design Conditions Applicable to Industrial and Mixed Use developments

- All drainage systems designed for the proposed developments shall be certified by a Registered Professional Engineer.
- The design of the systems, shall conform to the requirements of the Building Code of Australia (BCA) and the Australian Standard (AS 3500).
- It shall be the Engineer's responsibility to demonstrate that a 1:100 ARI 24hr storm event is fully contained within the property boundary.

For further information, please contact the City of Melville Senior Design Engineer on 9364 0681.

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BACK TO TOP

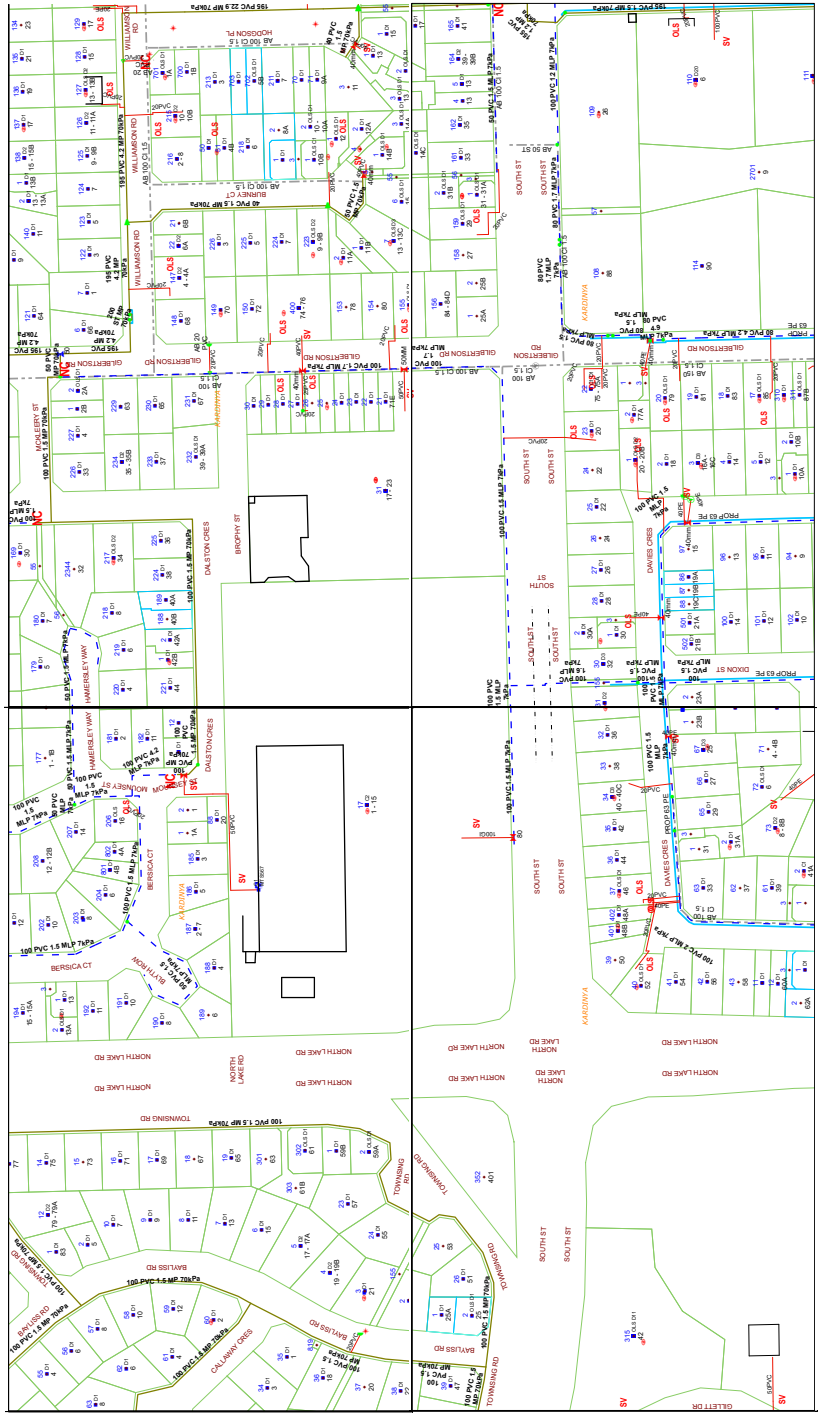
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Jamie De Palma

From: Asset Services <Asset.Services@atco.com>
Sent: Thursday, 12 March 2020 10:27 AM
To: Jamie De Palma; ATCO Gas AU – Land Development
Subject: RE: Kardinya - Corner South Street and North Lake Road - update to original feedback required thanks

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Kardinya

Hi Jamie,

Apologies for the late reply.

The gas distribution network in this area of interest in the suburb of Kardinya is currently going through a program to rationalise the gas pressure. Once completed (total completion by 2021) the gas network in this area will be able to supply a total of approximately 1900 dwellings.

Please do let me know if you have further questions.

Regards,

Mabel See
Asset Planning Engineer
Gas, Australia

E. mabel.see@atco.com
T. +61 8 6163 5042
A. 81 Prinsep Road, Jandakot WA 6164
W. atcogas.com.au

ATCO

From: Jamie De Palma <jamie.d@pfeng.com.au>
Sent: Monday, 9 March 2020 11:01 AM
To: ATCO Gas AU – Land Development <Land.Development@atco.com>
Cc: Asset Services <Asset.Services@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road - update to original feedback required thanks

Caution – This email is from an external source. If you are concerned about this message, please forward it to spam@atco.com for analysis.
Morning Asset Services,

Are you able to advise if the increase in dwelling count will impact the previous advice provided in December 2019?

Jamie De Palma
Associate - Civil

Pritchard Francis | T (08) 9382 5111

From: ATCO Gas AU – Land Development <Land.Development@atco.com>
Sent: Wednesday, 19 February 2020 10:17 AM
To: Jamie De Palma <jamie.d@pfeng.com.au>; ATCO Gas AU – Land Development <Land.Development@atco.com>
Cc: Asset Services <Asset.Services@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road - update to original feedback required thanks

Hi Asset services please can you assist client with his query thanks in advance

Regards

Lewis Searle
GIS Analyst
Gas, Australia

E. lewis.searle@atco.com
T. +61 8 6163 5160

From: Jamie De Palma <jamie.d@pfeng.com.au>
Sent: Wednesday, 19 February 2020 10:15 AM
To: ATCO Gas AU – Land Development <Land.Development@atco.com>
Cc: Asset Services <Asset.Services@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road

Caution – This email is from an external source. If you are concerned about this message, please forward it to spam@atco.com for analysis.
Morning Lewis,

The planning consultant for the Kardinya Structure Plan has received feedback from the WAPC and City of Melville, and the development area has slightly expanded with an expected yield of 1,856 dwellings in lieu of 1,521. An increase of 335 dwellings.

Will the additional dwellings impact your previous assessment for gas servicing?

Jamie De Palma
Associate - Civil
Pritchard Francis | T (08) 9382 5111

From: ATCO Gas AU – Land Development <Land.Development@atco.com>
Sent: Thursday, 2 January 2020 9:45 AM
To: Jamie De Palma <jamie.d@pfeng.com.au>
Cc: ATCO Gas AU – Land Development <Land.Development@atco.com>; Asset Services <Asset.Services@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road

Hi Jamie please find below ATCOs comments regarding your query

Thanks

Regards

Lewis Searle
GIS Analyst
Gas, Australia

E. lewis.searle@atco.com
T. +61 8 6163 5160

From: Asset Services <Asset.Services@atco.com>
Sent: Tuesday, 24 December 2019 11:41 AM
To: ATCO Gas AU – Land Development <Land.Development@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road

Hi Lewis,

Sorry for the late reply.

Currently, part of the distribution network in Kardinya is reticulated in MLP (MAOP 7kPa) pressure and this will be rationalised to MP (MAOP 70kPa) in 2020.
For 1521 domestic dwellings in the rezoned area around Kardinya Shopping Centre, the future MP network will be able to support this growth in medium pressure.

Please do let me know if you have any questions.

Regards,

Mabel See
Asset Planning Engineer
Gas, Australia

E. mabel.see@atco.com
T. +61 8 6163 5042
A. 81 Prinsep Road, Jandakot WA 6164
W. atcogas.com.au

From: ATCO Gas AU – Land Development <Land.Development@atco.com>
Sent: Thursday, 19 December 2019 12:32 PM
To: See, Mabel <Mabel.See@atco.com>; Asset Services <Asset.Services@atco.com>
Cc: ATCO Gas AU – Land Development <Land.Development@atco.com>
Subject: FW: Kardinya - Corner South Street and North Lake Road
Importance: High

Hi Mabel did you get a chance to have a look at this? client is chasing up…please can you let him know either way

Thanks very much

Regards

Lewis Searle
GIS Analyst
Gas, Australia

E. lewis.searle@atco.com
T. +61 8 6163 5160

From: Jamie De Palma <jamie.d@pfeng.com.au>
Sent: Wednesday, 18 December 2019 9:48 AM
To: ATCO Gas AU – Land Development <Land.Development@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road

Caution – This email is from an external source. If you are concerned about this message, please forward it to spam@atco.com for analysis.

Morning Lewis,

Hope things are going well at your end. Are you able to advise if the Kardinya structure plan amendment has been reviewed?

Jamie De Palma
Associate - Civil
Pritchard Francis | T (08) 9382 5111

From: Jamie De Palma
Sent: Wednesday, 27 November 2019 7:18 AM
To: ATCO Gas AU – Land Development <Land.Development@atco.com>
Subject: RE: Kardinya - Corner South Street and North Lake Road

Good morning Lewis,

Please find attached the proposed structure plan amendment depicting R-codes to achieve the desired 1,521 dwellings.

Jamie De Palma
Associate - Civil
Pritchard Francis | T (08) 9382 5111

From: Jamie De Palma
Sent: Tuesday, 26 November 2019 3:12 PM
To: ATCO Gas AU – Land Development <Land.Development@atco.com>
Subject: Kardinya - Corner South Street and North Lake Road

Good afternoon Lewis,

Pritchard Francis have been engaged to prepare an engineering services report for a potential structure plan rezoning of radius 400m around the existing Kardinya Park Shopping Centre.

A proposed structure plan with intended R-codes and number of dwellings is yet to be confirmed, although the client has suggested increasing the dwelling count by up to 1,500 within this 400m radius.

Can ATCO Gas please advise if any major upgrades to existing gas networks would be necessary to facilitate 1,500 additional dwellings?

I have also undertaken a dial before you dig search which has provided some data, but if ATCO Gas have a screen shot or similar which depicts this area in one image that would be super.

This is not a formal application for gas design, but rather a general request for network capacity.

If you have any queries, please call me.



Jamie De Palma
Associate - Civil
BE (Hons) MIEAust CPEng NER

T (08) 9382 5111
E jamie.d@pfeng.com.au | W www.pfeng.com.au
430 Roberts Road, Subiaco WA 6008 | PO Box 2150 Subiaco WA 6904

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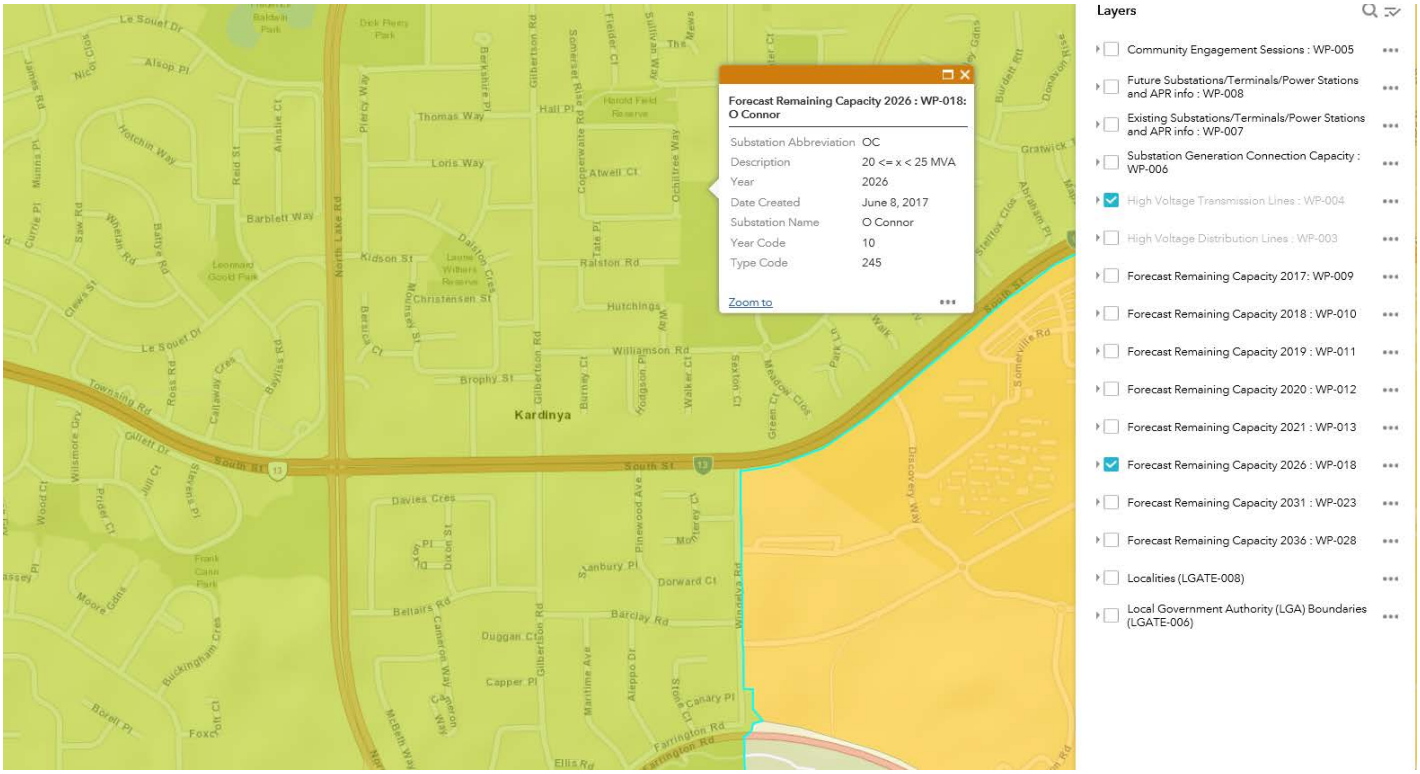
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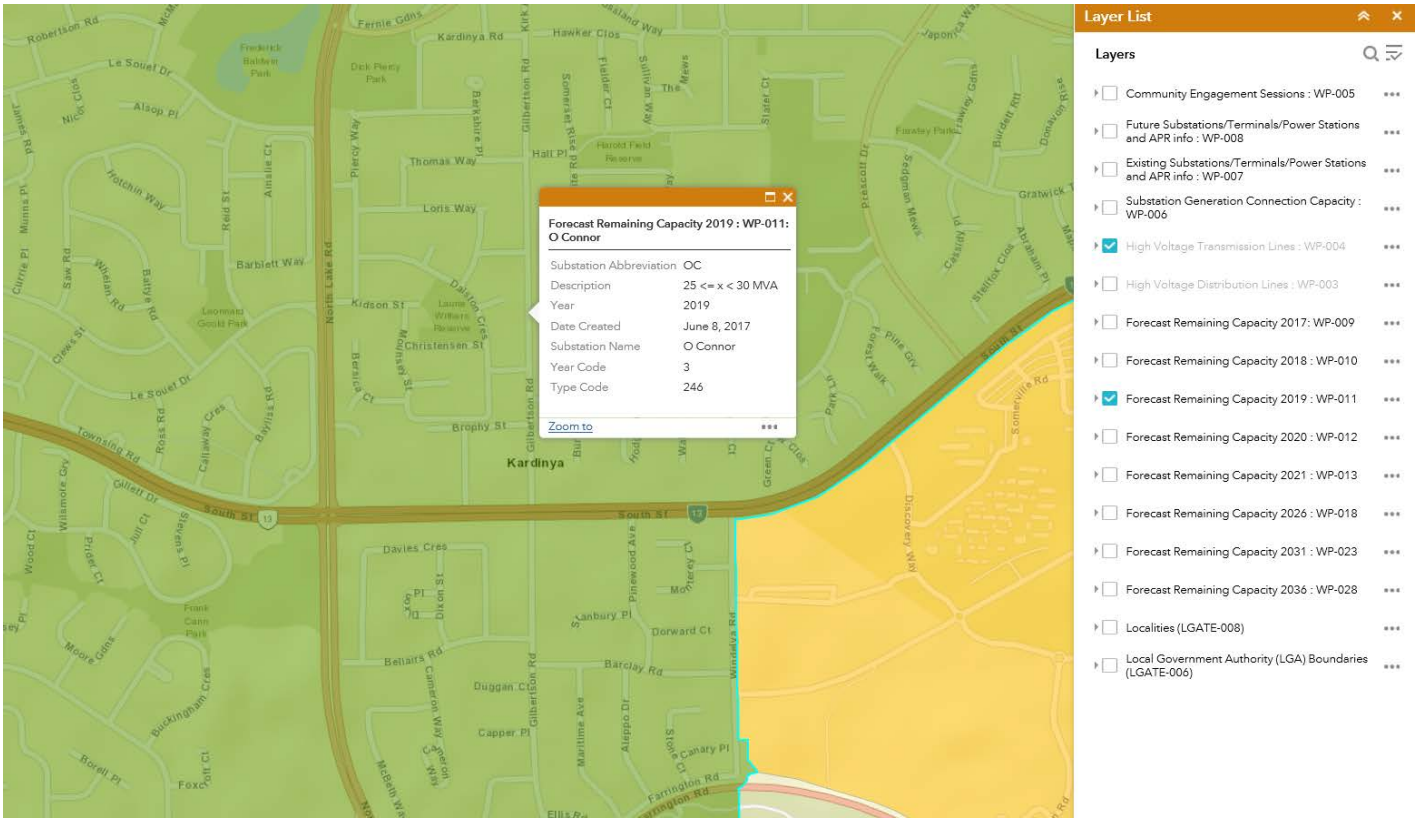


Appendix Ten: Electrical Infrastructure

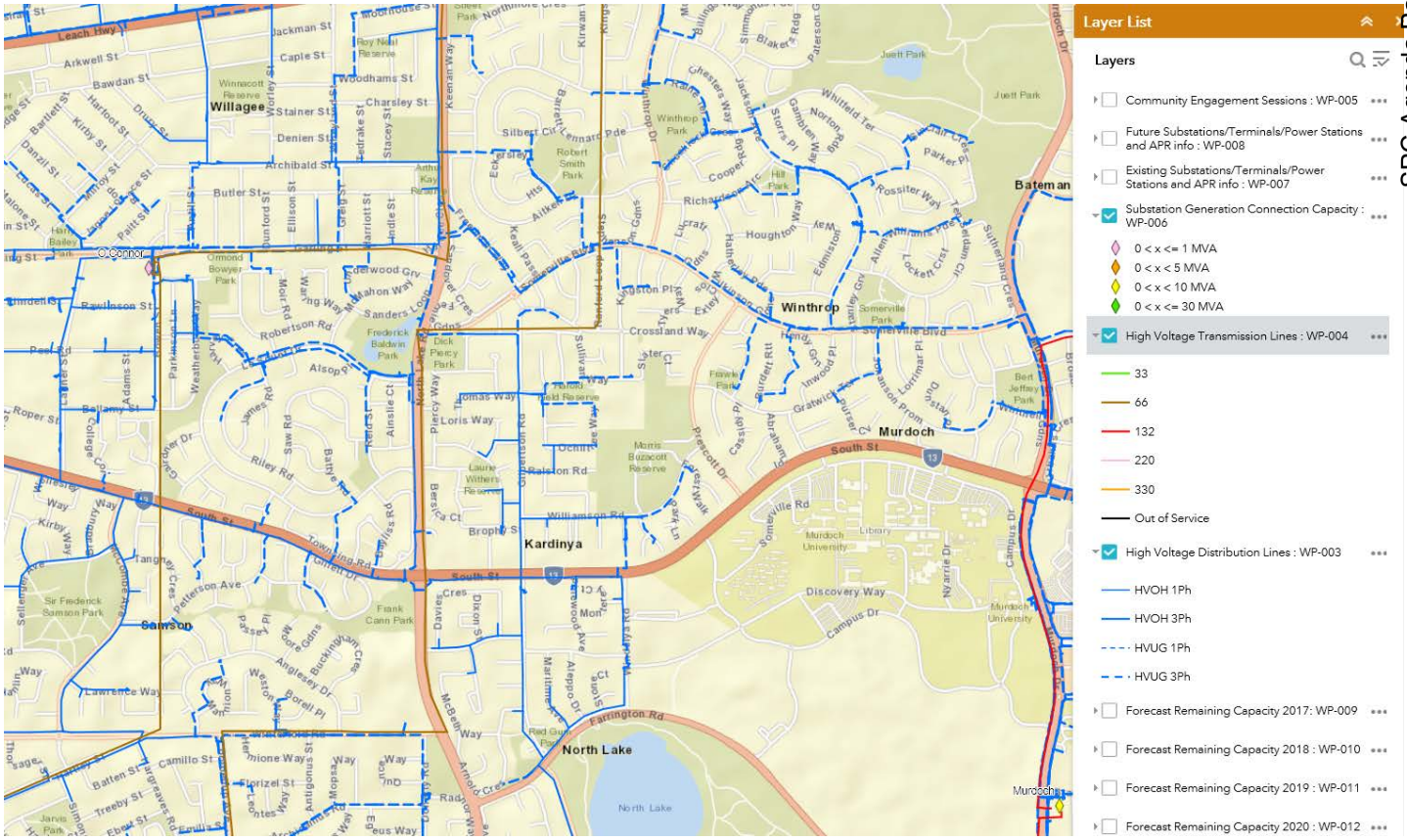
WESTERN POWER CAPACITY MAPPING 2026



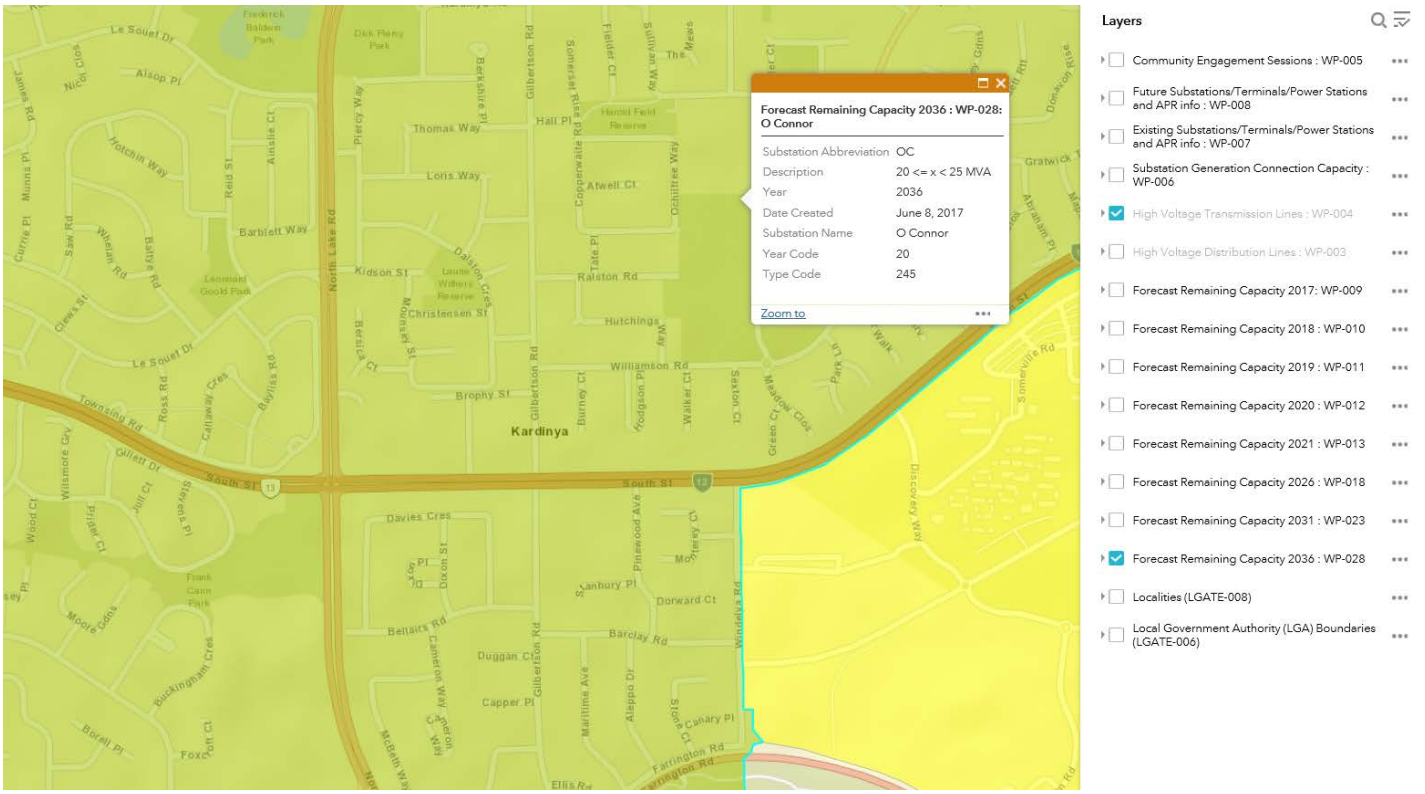
WESTERN POWER CAPACITY MAPPING 2019

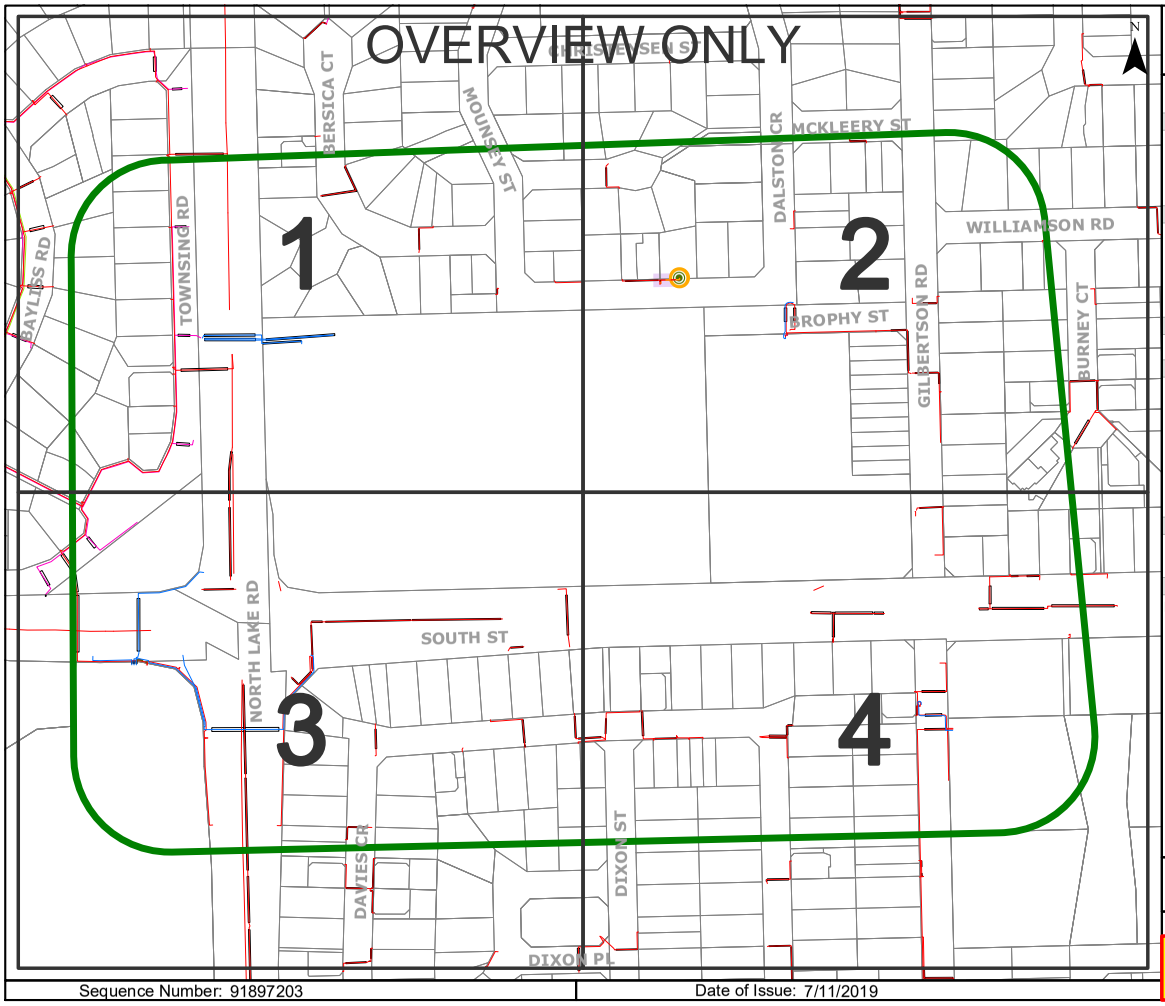


WESTERN POWER CAPACITY MAPPING TRANSMISSION LINES



WESTERN POWER CAPACITY MAPPING 2036





UNDERGROUND LEGEND

Structures
- Pillar
- Metal Pole
- Transformer Site
- UG Crossing *
- Ring Main Unit
- LV Distribution Frame

Distribution Cables
- High Voltage Cable (1kV - 33kV)
- Low Voltage Cable (< 1kV)
- Street Light Circuit (< 1kV)
- Street Light Pilot (< 1kV)
- Earth Wire

Cable Pole Terminations
- HV Termination
- LV Termination

Proposed Construction Assets
- Design Area *
- High Voltage Underground Cable
- Low Voltage Underground Cable
- Metal Pole
- Pillar
- Transformer site
- HV Termination
- LV Termination

State Underground Power Project
- CURRENT Work Area *
- COMPLETED Area *

Feature
- Area of Interest

*** Please refer to coversheet**

Privately owned cables NOT SHOWN (including house services)

This map is INDICATIVE ONLY. Hand exposure via pothole method is MANDATORY.

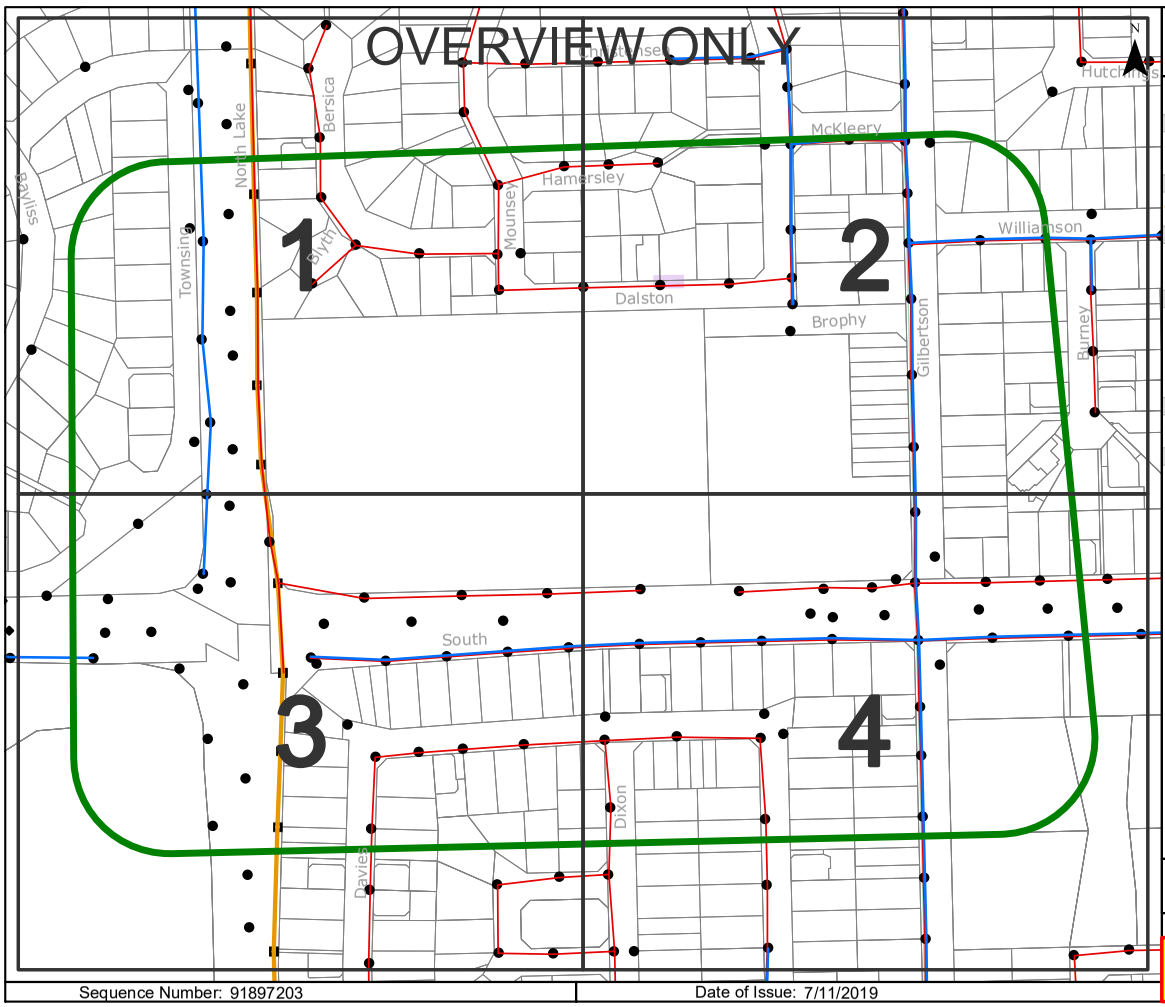
Telephone Support: 1300 769 345
Mon to Fri - 08:00 to 16:30

Information valid for 30 days from date of issue

A4 | Scale : 1:3075

WARNING! Look out for overhead power lines

Sequence Number: 91897203 | Date of Issue: 7/11/2019



OVERHEAD LEGEND

Structures
- Power Pole
- Transmission Poles

Transmission Overhead Powerline
- Transmission (33kV - 330kV)

Distribution Overhead Powerline
- High Voltage (1kV - 33kV)
- Low Voltage (< 1kV)

Proposed Construction Assets
- Design Area *
- High Voltage Overhead Powerline
- Low Voltage Overhead Powerline
- Power Pole

Communications Assets
- Overhead Pilot Cable

Feature
- Area of Interest

*** Please refer to coversheet**

Privately owned cables NOT SHOWN (including house services)

This map is INDICATIVE ONLY. Check that you have enough clearance from the DANGER ZONES near overhead powerlines.

Telephone Support: 1300 769 345
Mon to Fri - 08:00 to 16:30

Information valid for 30 days from date of issue

A4 | Scale : 1:3075

WARNING! Look out for overhead power lines

Sequence Number: 91897203 | Date of Issue: 7/11/2019

Appendix Eleven: Communication Infrastructure



Telstra

For all Telstra DBYD plan enquiries -
email - Telstra.Plans@team.telstra.com
For urgent onsite contact only - ph 1800 653 935 (bus hrs)

TELSTRA CORPORATION LIMITED A.C.N. 051 775 556

Generated On 07/11/2019 15:10:39

Sequence Number: 91897204

CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

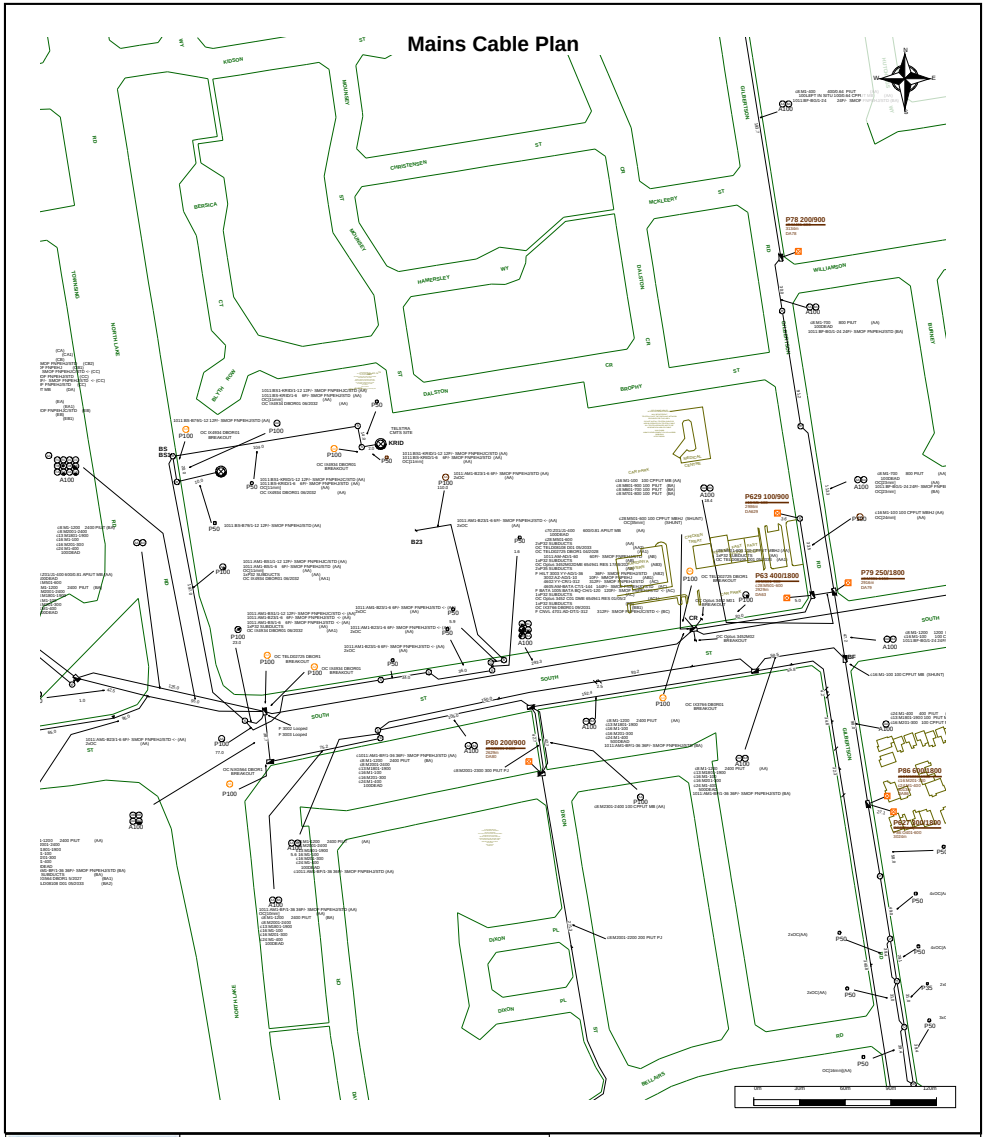
WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

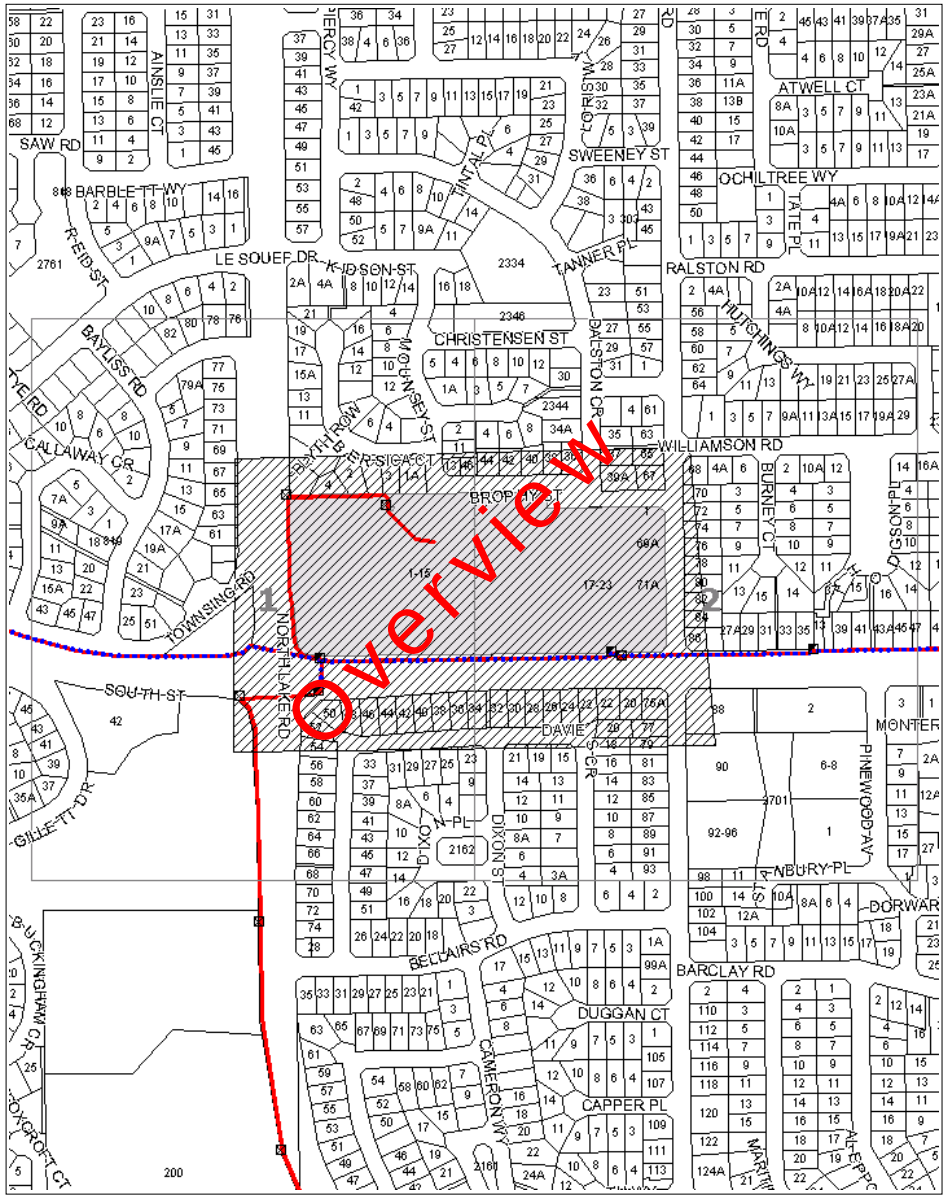
It is your responsibility to locate Telstra's underground plant by careful hand pot-holing prior to any excavation in the vicinity and to exercise due care during that excavation.

Please read and understand the information supplied in the duty of care statement attached with the Telstra plans. TELSTRA WILL SEEK COMPENSATION FOR LOSS CAUSED BY DAMAGE TO ITS PLANT.

Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.

Mains Cable Plan





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Optus Plans and information supplied are valid for 30 days from the date of issue. If this timeline has elapsed please raise a new enquiry.

Sequence Number: 91897205 Date Generated: 07/11/2019

For all Optus DBYD plan enquiries –
Email: Fibre.Locations@optus.net.au
For urgent onsite assistance contact 1800 505 777
Optus Limited ACN 052 833 208

DIAL BEFORE YOU DIG www.1100.com.au

For all Telstra DBYD plan enquiries -
email - Telstra.Plans@team.telstra.com
For urgent onsite contact only - ph 1800 653 935 (bus hrs)
TELSTRA CORPORATION LIMITED A.C.N. 051 775 556

Generated On 07/11/2019 15:10:42

Sequence Number: 91897204

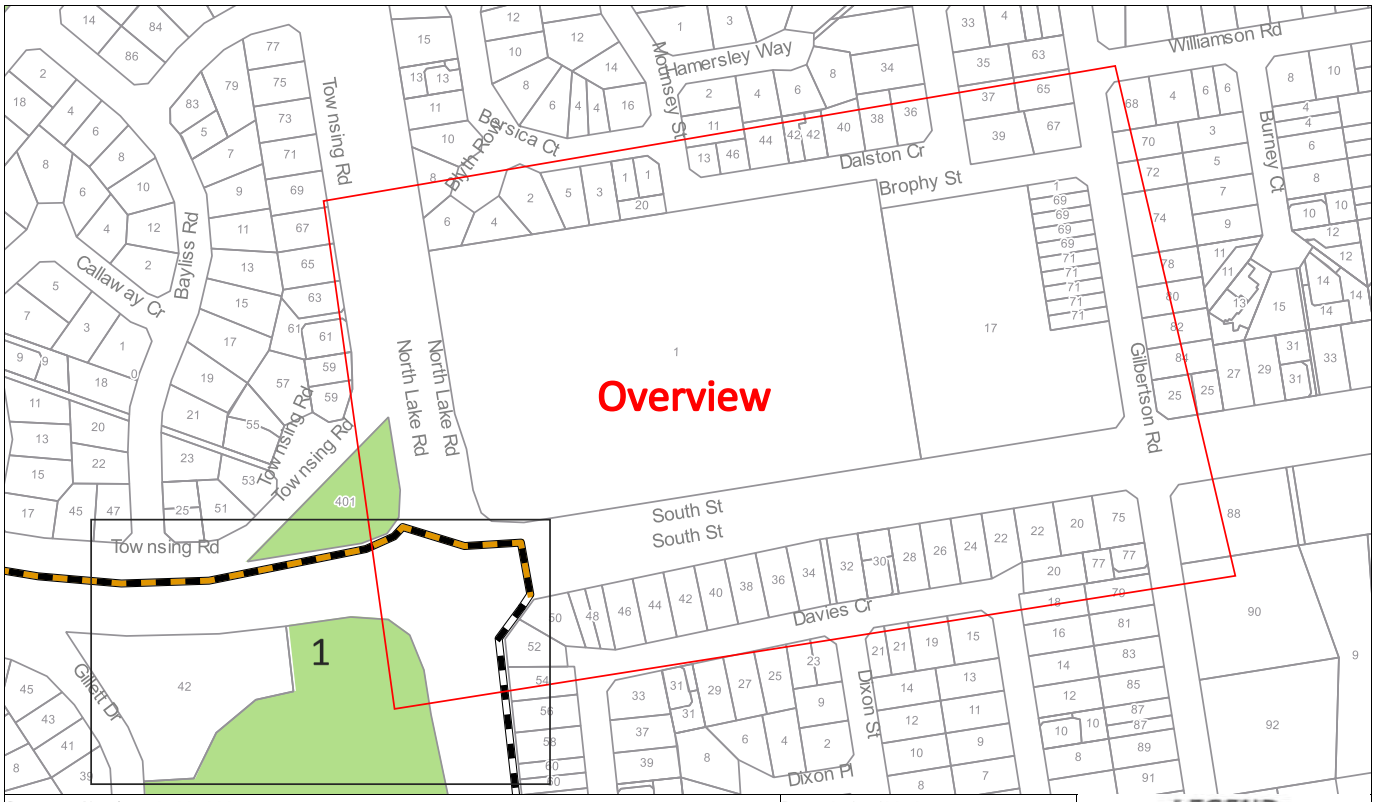
CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

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Please read and understand the information supplied in the duty of care statement attached with the Telstra plans. TELSTRA WILL SEEK COMPENSATION FOR LOSS CAUSED BY DAMAGE TO ITS PLANT.

Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.



Sequence Number: 91897209

Date: 07/11/2019

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The following development requirements apply in the Core Precinct

Element	Controls
Residential Development	Residential density is R-ACO and development standards shall be in accordance with State Planning Policy 7.3, Volume 1 and Volume 2 (Apartments) and the City's relevant local planning policies with the exception of the following: • Nil setbacks to Internal Streets (Centre streets etc.) and External Streets (North Lake Road, South Street, Brophy Street and Gilbertson Road): nil setbacks are permitted in order to provide sufficient street carriage ways consistent with liveable neighbourhoods. • Building Height: The maximum building height is 6 storeys above natural ground level. • Land Use: Residential land uses are not permitted on the ground floor facing South Street, North Lake Road and Gilbertson Road or internal Centre streets.
Non-Residential Development	All non-residential development proposed within the Centre Core shall have regard to the requirements of the City of Melville's local planning policy 2.1 (Non-Residential Development), other relevant local and state planning policies and the following: • Building Heights: The maximum building height is 6 storeys above natural ground level. • Land Use: Land use permissibility is to be in accordance with C2 zone
Plot Ratio	No plot ratio applies. Development shall be controlled by setbacks and building height.
Facades & Frontages	Development that occurs within these frontages shall be in accordance with the following: • South Street, North Lake Road and Gilbertson Road. a. Building facades to incorporate variations in depth, height, colour, texture and/or materials. b. Windows at ground floor level shall remain visually permeable at all times. c. Awnings shall be provided on buildings to provide shade and weather protection for pedestrians. The minimum depth of an awning is to be 2.5m. Where this is not possible due to the width of the verge or any other factor, the awning is to be practical for weather protection. New awnings should be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover. • Internal Streets (i.e. Centre Streets) and Brophy Street. a. Building facades to maximise engagement to the street. b. Appropriate façade glazing treatments. c. Entrances and windows oriented towards the public realm.

	d. Avoiding expanses of blank walls; and e. Awnings shall be provided on buildings to provide shade and weather protection for pedestrians. The minimum depth of an awning is to be 2.5m. Where this is not possible due to the width of the verge or any other factor, the awning is to be practical for weather protection. New awnings should be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover.
Retail Floor Space Area	The total net lettable area of all existing and future shop retail development within the core area shall not exceed 25,701sqm (existing: 15,233sqm). For the purposes of the ACP, NLA shop/retail floorspace is defined as per the Scheme, but also excludes: • Loading and storage areas; • Any children's play area and/or equipment; and • All areas (including any alfresco seating areas) associated with eating and entertainment uses. Prior to the consideration of proposals for development which exceeds the shop/retail floorspace area identified above the responsible authority will require the preparation of a Retail Sustainability Assessment (or similar), in accordance with SPP 4.2.
Non-Retail Floor Space Area	The total net lettable area of all future non-retail development within the core area must not exceed 15692sqm (existing: 9,692sqm).
Vehicle Parking and Access	Car parking for all residential development shall be provided in accordance with the requirements of the State Planning Policy 7.3, Volume 1 and Volume 2 (Apartments). Car parking for all non-residential development shall be provided in accordance with the City of Melville's Local Planning Policy 1.6 – Car Parking and Access unless otherwise approved by the decision maker. A Transport Plan that addresses vehicle access to/from and around the site, promotion of public transport, walking and cycling access and freight deliveries/servicing shall accompany all development applications. Service vehicle routes and access points should be screened, combined and/or located away

	from areas of high pedestrian activity.
Pedestrian Access	Buildings shall provide clear, legible and accessible pedestrian entry points. Shopping malls shall provide connections to external streets to contribute to an integrated and permeable centre.
Centre Streets	The provision of Centre streets as part of future redevelopment shall be generally in accordance with the location and indicative alignment as shown within the Activity Centre Plan. The centre streets may be retained in private ownership providing that legal instruments are put in place to allow for City and public access at all times. As part of any development proposal incorporating provision of a centre street, a detailed landscaping plan shall be provided demonstrating provision of suitable landscaping including allowance for street trees. As part of any development proposal incorporating provision of a centre street, a detailed streetscape plan shall be provided demonstrating provision of a suitable streetscape treatment to reflect the activated centre role of centre streets and shall address proposed street configuration, proposed materials and finishes and street furniture/facilities.
Corner Sites	Buildings sited at an intersection (corner) between internal Centre streets or an intersection between Centre streets and Brophy Street, South Street, North Lake Road or Gilbertson Road or an intersection between any of Brophy Street, South Street, North Lake Road or Gilbertson Road, shall address all street frontages and provide a strong architectural element to create a local landmark such as distinctive roof forms and detailing, complemented by a contrast in materiality.
State Planning Policy 5.4 - Road and rail noise	Where a noise-sensitive land use is proposed within the policy's trigger distance of specified transport routes, an acoustic report shall be provided as part of a development application.
Sustainability	At a minimum, all new development shall achieve a 5-Star Green Star design rating under Green Building Council of Australia. Relevant certification/documentation is to be submitted as part of any development application demonstrating that the relevant requirements have been met.
Application of Activity Centre Plan	The provisions of City Of Melville Local Planning Scheme No. 6 (LPS6), the City's Local Planning Policies and State Planning Policy 7.3 (Residential Design Codes) – Volumes 1 and 2 apply unless varied as detailed within this Activity Centre Plan

The following development requirements apply within the Mixed Use Frame precinct:

Element	Controls
Residential Development	Residential density is R80 and development standards shall be in accordance with State Planning Policy 7.3, Volume 1 and Volume 2 (Apartments) and the City's relevant local planning policies including the following: • Building Heights: The maximum building height is 4 storeys above natural ground level.
Non-residential Development	Non-residential development is to be in accordance with Local Planning Policy 2.1 – Non-Residential Development, other relevant local and state planning policies and the following: • Plot Ratio: Total plot ratio is as per Table 2.1 of SPP7.3 Volume 2. • Building Heights: The maximum building height is 4 storeys. • Land Use: Land use permissibility's are to be in accordance with the Mixed Use zone outlined within Table 3 – Zoning Table of the City of Melville's Local Planning Scheme No.6.
Ground Floor Land Uses & Ceiling Heights	Floor to floor heights for ground floors shall be a minimum of 4 metres to facilitate commercial activities. No residential land uses are supported on ground floors.
Facades & Frontages	The following design treatments shall be applied to all forms of development: • Development is to be of a high quality and all facades and frontages shall be designed and finished with high quality materials and finishes. • Building facades shall be articulated, coloured and detailed to contribute positively to the appearance of the streetscapes. • Building facades and frontages should highlight a vertical emphasis wherever possible to help break up the appearance of buildings. This can be achieved through the shape and placement of windows and openings and the innovative use of building materials, colours and textures. • Windows at ground floor level shall remain visually permeable at all times in accordance with local planning 2.1 (Non-Residential Development).policy. • Awnings shall be provided on buildings to provide shade and weather protection for pedestrians. The minimum depth of an awning is to be 2.5m. Where this is not possible

	due to the width of the verge or any other factor, the awning is to be practical for weather protection. New awnings should be designed and sited to integrate with those of adjoining buildings and structures to provide continuous cover.
Vehicle Parking and Access	Only one vehicular access shall be provided for each development site. Car parking for all residential development shall be provided in accordance with the requirements of the State Planning Policy 7.3, Volume 1 and Volume 2 (Apartments). Car parking for all non-residential development shall be provided in accordance with the City of Melville's Local Planning Policy 1.6 – Car Parking and Access unless otherwise approved by the decision maker. A Transport Plan that addresses vehicle access to/from and around the site, promotion of public transport, walking and cycling access and freight deliveries/servicing shall accompany all development applications.
Pedestrian Footpath	If no footpath exists within the road reserve, a condition of development or subdivision approval should be imposed, to require the applicant to make a contribution to the City of Melville for the provision of a footpath relative to the length of the lot frontage at half the cost determined by the City.
State Planning Policy 5.4 - Road and rail noise	Where a noise-sensitive land use is proposed within the policy's trigger distance of specified transport routes, an acoustic report shall be provided as part of a development application.
Street Tree	In circumstances where no street tree exists within immediate adjacent verge, a condition of development or subdivision approval should be imposed which requires the applicant to install 1 street tree within the verge. The applicant is required to maintain the street tree for a two year period to the satisfaction of the City. The location and species of the verge tree is required to be confirmed by the City, prior to being undertaken.
Application of Activity Centre Plan	The provisions of City Of Melville Local Planning Scheme No. 6 (LPS6), the City's Local Planning Policies and State Planning Policy 7.3 (Residential Design Codes) – Volumes 1 and 2 apply unless varied as detailed within this Activity Centre Plan

The following development requirements apply to the Residential Frame Precinct:

Element	Controls
Residential Development	Residential density and development standards shall be in accordance with State Planning Policy 7.3, Volume 1 and Volume 2 (Apartments) and the City's relevant local planning policies with the exception of the following: • Orientation: Residential development adjacent to open space shall be oriented to provide passive surveillance over the public domain. • Boundary Walls: Boundary Walls are not to be higher than 3.5m (1 storey). • Lot Boundary Setbacks: Side Setbacks for R80 coded properties adjacent to properties not within the ACP (to the south) shall be setback a minimum of 4m. • Building Heights: For R80 coded properties adjacent to properties not within the ACP (to the south) the maximum building height is 2 storeys above natural ground level in order to provide the necessary scale of development adjacent to R25 coded properties.
Amalgamation/Minimum Lot Size	The following lots must be amalgamated together, prior to the determining authority supporting any further development in order to ensure all vehicular access is provided to a road other than South Street. **Parcel 1** • Strata Plan 73313 (No.13a, 13b, 13c) Burney Court. • Lot 6 (No.15) Burney Court. • Strata Plan 49915 (No.31a, No.31b) South Street. • Lot 159 (No.29) South Street. • Lot 158 (No.27) South Street. **Parcel 2** • Strata Plan 47521 (No.14a, 14b, 14c) Burney Court. • Lot 162 (No.35) South Street. • Lot 161 (No.33) South Street.

	Parcel 3 • Strata Plan 44069 (No.1/13, 2/13, 3/13) Hodgson Place. • Strata Plan 42443 (No.15, No.17) Hodgson Place. • Lot 165 (No.41) South Street. • Strata Plan 57072 (No.39A, 39B) South Street. • Strata Plan 44069 (No.5/13, 4/13) Hodgson Place.
Vehicle Access	No vehicle access shall be supported onto South Street or North Lake Road. Only one Vehicular access shall be provided for each development site.
Pedestrian Footpath	If no footpath exists within the road reserve, a condition of development or subdivision approval should be imposed, to require the applicant to make a contribution to the City of Melville for the provision of a footpath relative to the length of the lot frontage at half the cost determined by the City.
Street Tree	In circumstances where no street tree exists within immediate adjacent verge, a condition of development or subdivision approval should be imposed which requires the applicant to install 1 street tree within the verge. The applicant is required to maintain the street tree for a two year period to the satisfaction of the City. The location and species of the verge tree is required to be confirmed by the City, prior to being undertaken.
State Planning Policy 5.4 - Road and rail noise	Where a noise-sensitive land use is proposed within the policy's trigger distance of specified transport routes, an acoustic report shall be provided as part of a development application.
Application of Activity Centre Plan	The provisions of City Of Melville Local Planning Scheme No. 6 (LPS6), the City's Local Planning Policies and State Planning Policy 7.3 (Residential Design Codes) – Volumes 1 and 2 apply unless varied as detailed within this Activity Centre Plan



N

0 50 100 150 200

metres

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Base information supplied by
Western Australian Land Information Authority
SLIP 1180-2020-1

Approximately 15 km
to the Perth Central
Business District

Approximately 7 km
to Fremantle

Approximately 3 km
to Murdoch Train Station
and Kwinana Freeway

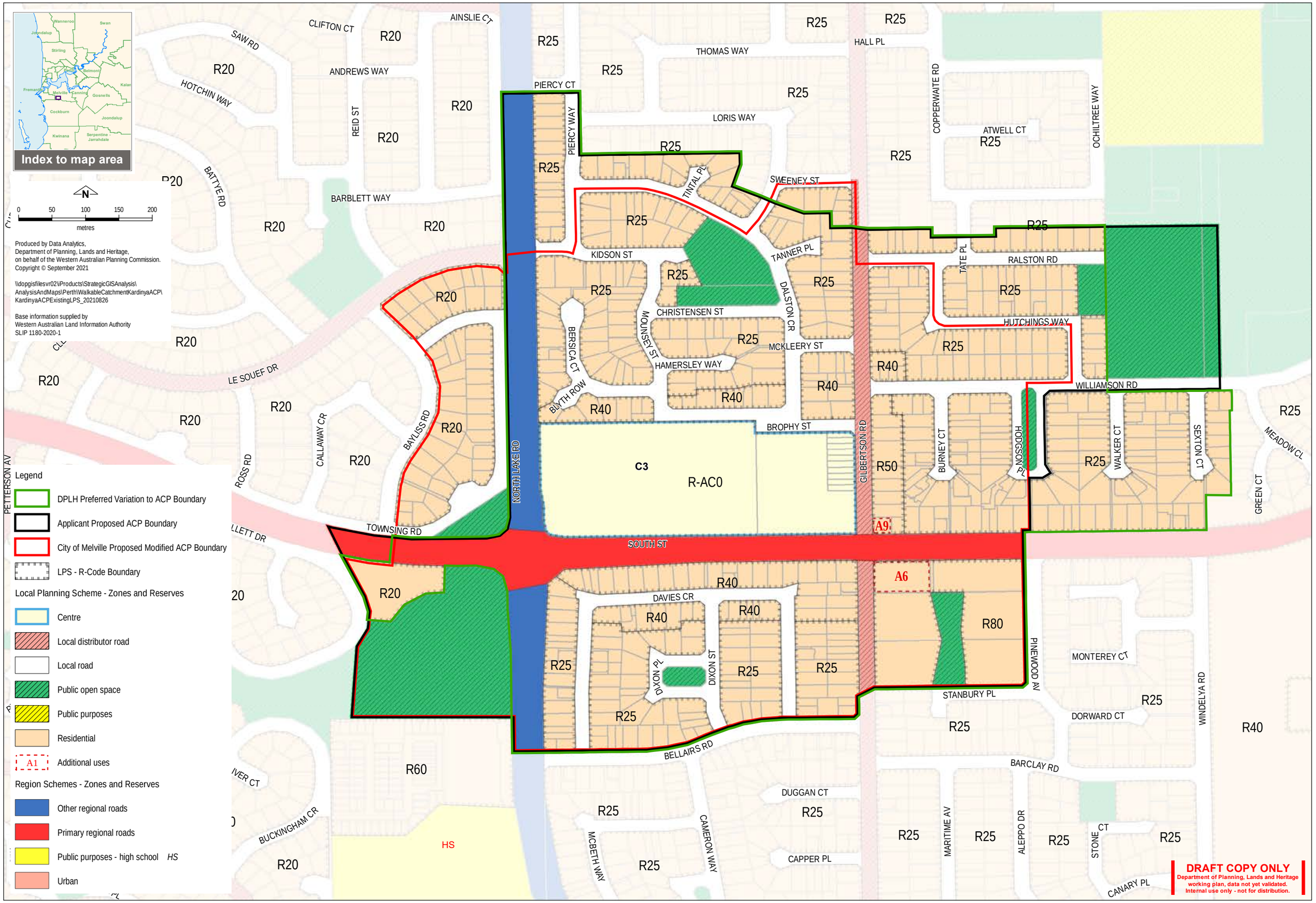
Legend

- DPLH Preferred Variation to ACP Boundary
- Applicant Proposed ACP Boundary
- City of Melville Proposed Modified ACP Boundary

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Department of Planning, Lands and Heritage
working plan, data not yet validated.
Internal use only - Landgate/SLIP

Aerial Location Plan

Kardinya Activity Centre



Existing Density Plan

Sub No.	Position on ACP S= Support 0 = object N = Neutral	Summary of Submissions	COM COMMENTS
1	O	- Looks good but I think us in Somerville 400m zone should be included in the redevelopment area as it would improve footpaths and lighting and be a more family friendly area. - Rezoning all of within 400m at all directions would be better for Kardinya. - Houses along Townsing Road could be turned into two storey townhouses with views facing the shopping centre creating a metro corner appeal. - The houses along Townsing Road are old good size blocks not richer houses.	Noted. SPP4.2 promotes a 400m walkable catchment area around a district centre be included in an ACP. The submitter's property is located within the 400m radius of the district centre but is not included within the ACP area as advertised. Review of the proposed ACP boundary is appropriate.
2	O	- We are not happy about the possible heavy traffic past the house. - More access road to the Centre should be considered.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
3	O	- I'm concerned with the increased level of traffic this development will bring. It's a very big assumption that people will own and use less cars in the future, or be willing to use public transport more often in the long term. - We still have to live with increased noise and pollution in the short term. Already Gilbertson Road is becoming noisier and busier with the limited development taking place at the moment.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
4	N	- Main roads was limited with correct sensible obvious storm water plans because of sewerage being in the way and was informed that it might be rectified with future sewerage developments. - This proposed rezoning would be the perfect opportunity for council, main roads and water authorities to upgrade the underground storm water, sewerage waste to prevent any future flooding in the South St gully from overloaded redevelopment users	Noted.
5	O	- Maximum building heights of 15 to 20 storeys in the core are too high for healthy residential living in Covid safe buildings. - Maximum 10 storeys preferred in core.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
6	O	- Several technical studies were undertaken as part of catchment investigations, including transport, servicing and infrastructure and retail sustainability". - What analysis has occurred to check the impact of Coronavirus on the integrity of these studies? Will there be changes in the socio-economic status of Kardinya residents? Will there be demand for boutique shops? Is it anticipated that the residential areas will be filled to capacity? Has thought been given to social distancing?	Noted.
7	O	- In favour of the Pedestrian crossing between bus stops and shops - Maintain access to shops throughout construction - Keep people informed of progress Strong concerns include: - At present Gilbertson Road during "schoolie" times becomes very busy and difficult to enter the street from side streets, as well as being a "rat run" for easy vehicle traffic between South Street and Leach Highway. What is it going to become once all the planned "high rise" accommodations are occupied?? We have not heard of any road upgrades to accommodate all of these extra cars and what about the building process, with all of the "tradies" vehicles and their parking. As you know they seem to be immune from parking regulations, verges etc., that you and I cop a fine for. - We have very strong reservations about anything being built above 2 storeys. Maybe 9 storeys in the main	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of assessment of the proposed ACP including

		complex seems to be unavoidable, but from what we have heard about increases in height we are totally opposed to it. - When we came to live here in 1975 there was no mention of a high rise development in the future planning. We are here because of the idyllic lifestyle, close proximity to the university, hospitals etc., and now we can see that this special lifestyle is going to be compromised. - If you have lots of money to spend, and I know that C.O.M. will have to spend a lot on top of the developers costs for this project, why hasn't more dollars been spent in underground power assistance for our community in creating the shady, cooler environment that you have been spruiking in your Melville brochures etc.? I am certainly prepared to pay whatever it costs for underground power and I get quite angry that nothing has been done by C.O.M to promote this while they are talking about the "heat island" effect. And of course, the loss of tree cover because of this project is concerning. - As you may know, close to where we live there are no footpaths, will our local roads cope with extra traffic under these new circumstances? - We presume Laurie Withers Park on the corner of Dalston Cr. and Loris Wy. will remain as is? We sincerely hope so. - If this whole development is driven by the developer's need/desire for profits, we would hope that you at C.O.M., our representatives, will look after our interests to the utmost, after all, it is our rates that keep you in business….or are we being naïve? - Will this development impinge on the local after hours serenity/lifestyle because of extra nightlife, visitors to the area, with an increase in unsocial activities that we are seeing increasing as population densities increase? Will we see an increase in the Melville Security patrols?	whether they are appropriate. SPP4.2 has identified Kardinya as a district centre and requires that ACP's be prepared for all district centres. SPP 4.2 was gazetted in August 2010. There is no development proposed within Public Open Space..
8	S	- I am in favour of the proposal. I would like to see the proposed plan implemented as soon as possible.	Noted.
9	S	- I believe a greater area should be re-zoned R40 to encourage more development & density. - I feel there's a lack of vibrancy within the suburb and there are many areas that generally feel very old and tired. - I believe Kardinya is located in a very strategic area given it's close proximity to a university, significant medical facility and the Murdoch train station and should be capitalising on much more density.	Noted. SPP4.2 promotes a 400m walkable catchment area around a district centre to be included in an ACP. The boundary of the proposed ACP does not include all properties within such a 400m radius. SPP 4.2 identifies a dwelling target for the ACP area and ultimate densities should support this target.
10	O	- The proposed high density infill will have a detrimental effect on family friendly demographic Kardinya, increasing traffic flow causing more problems along South St/Gilbertson Rd, already extremely busy since opening of Aldi, with traffic flow problems on smaller suburban streets. - The proposed rezoning of building height will have a detrimental effect on properties in the area both in outlook and property value, as high rise buildings tend to be rental rather than residential.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
11	S	- I'm all for it. Its a commercial development within a commercial zone and the surrounding homes and occupants will have to get used to the inner metropolitan area getting higher density living. With that comes more facilities and better use of the existing infrastructure that council and state already has in place.	Noted.
12	O	- I am happy that the proposed redevelopment of the Kardinya Shopping Centre is on the books and will probably be well supported. - However, I am seriously opposed to any further rezoning of land within the 400metres of the development. I purchased a block of land that was subdivided and subsequently built a single-story house on it.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP.
13	O	- The present proposed plans, if follows as it is, will have an adverse effect on the family-friendly and peaceful demographic of the quiet suburban lifestyle essentially turning it into a metropolitan city. - In addition to that, the loss of trees and wildlife will greatly effect on the wildlife and environment. Overall current plans will greatly reduce the quality of life in a peaceful suburb of Kardinya	Noted.
14	S	- We are very supportive of all aspects of these proposals. - Please accept this email as a strong yes vote to this development. - Our region will benefit for the next 100 years from this. Good luck with the plans.	Noted.
15	O	- Please do not consider this proposal at all. - We cannot afford to have high rise and heavy traffic around here on top of that its a very small community and we love our quiet suburban life style. - This is absolutely an unrealistic proposal. Suburbs closer to city don't even have such a high rise proposal.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		- It's purely developer greed.	SPP 4.2 identifies a dwelling target for the ACP area and ultimate densities should support this target. The City has a statutory obligation to consider the proposal and to provide a report to the WAPC recommending a decision the City considers is appropriate.
16	O	- Personally, i think it is one of the most damaging proposals I have seen in WA. - Without due consideration of our Perth population and way of life , proposing rezoning to such a scale is equivalent to Sydney or Melbourne when we only have one third of their population . - Not walking distance to train station as well. P - Please do not even consider such a proposal as the only beneficiary I can see will be the shopping centre owner .	Noted. The City has a statutory obligation to consider the proposal and to provide a report to the WAPC recommending a decision the City considers is appropriate.
17	S	- Supportive. - Brilliant idea and should go ahead. - 100% for it.	Noted.
18	S	- Supportive. - Fantastic for the property owners and all the residents of Kardinya.	Noted.
19	O	- I'm supportive of shopping centre redevelopment and glad to see this approved. - 5 storey towers in surrounding residential cul-de-sacs where I live seems unnecessary, out of place & should be limited to the commercial area. - Up to 3 storeys seems reasonable. I understand the shopping centre want more people living nearby to shop at Kmart, but I think the ACP needs greater thought. - Hopefully their redevelopment viability/forecasts weren't based on increasing no's of surrounding residents unrealistically.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
20	O	- We wish to voice our objection to the proposed change of rezoning in our suburb. - we are totally opposed to it and join with fellow friends and neighbours in saying "NO" - We do not want these proposed changes to our beautiful suburb.	Noted.
21	O	- I would like to express my major concerns regarding the proposed rezoning of my property and surrounding neighbours to allow for potential higher density or higher-rise residential buildings. This will certainly impact the family-friendly, peaceful and safe neighbourhood that we currently enjoy. - It is important that there should be NO rezoning in respect of the residences around the proposed shopping centre development. - I sincerely hope that this rezoning should NOT be allowed to go ahead. - We hope that the City of Melville will do the right thing by its residents and its community. - We also kindly request that the community is notified regarding any proposed changes in a more transparent manner, outlining clearly what the impacts to current residents are, as we feel that these proposed changes so far have NOT been clearly outlined to residents. -	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to: - all properties within the proposed ACP boundary - properties immediately adjoining the proposed ACP - properties within 400m of the District Centre that have not been included within the proposed ACP Should modifications be proposed to the ACP it is expected that these

			modifications will also be further advertised before a final recommendation is forwarded to the WAPC.
22	O	- I don’t agree with changing the r-codes to allow three story buildings in this area. We have enough issues with extra houses being built on existing blocks with people parking on verges now and blocking vision to back out of driveways.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
23	O	- We wish to express our concern about our property being in the 'medium density' development. - We are in a Residential area, we have been living in this property for the past 39 years and intend to live in our home as long as possible. - We have no objection to our shopping centre being upgraded as long as it doesn't include our property in the new development zone. - We strongly object to the proposed development in our zone.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
24	S	- Really like the proposed project. - Could you make Gilbertson Road into one of the safe roads as well like around GC shopping centre ? - Would make it easier for children to access Kardinya primary school on foot or bicycle. :)) and the public to the shopping centre :)	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
25	O	- I am writing to you in regards to rezoning plans in my suburb of Kardinya. I am against plans to allow 3-5 story houses in my neighbourhood. - if such plans are put through the look of Kardinya will change and not for the better	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
26	S	- I support the plans - we need some higher quality amenities in the area, including better shopping and dining options.	Noted.
27	O	- I moved into the area in 2019 after building my new home because I liked the atmosphere of the suburb. Now I am very disappointed to hear that there is a proposal for rezoning of the areas near my street, especially allowing compact apartments, which will increase traffic flow and congestion! - Gilbertson Road is a narrow road; allowing apartments to be built along it will cause more problems for residents! - Upgrading the shopping centre will already increase traffic flow, rezoning will make it worse! - I am happy with the upgrade of the shopping centre but please, DO NOT allow rezoning of all the nearby residential areas to allow for high-rise apartments and units! - Only if you live in this beautiful suburb, will you understand how the proposed changes to allow high density living will impact on our lives....	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
28	N	- Would like to have angle parking and plenty of native plants in Kardinya district. - Especially angle parking in shopping center e.g the smart design at Booragoon shopping centre.	Noted.
29	O	- I definitely oppose the increase of building heights in the surrounding residential area which will concentrate low cost housing and result in increased crime, traffic density and pollution. - I am also totally opposed to an increase in the height of the apartment complex from the proposed 9 stories.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.

30	O	- I wish to register my protest against the developers activity plan which attempts to raise the height levels of dwellings within 400m of the Kardinya Shopping Centre. - I believe all residential areas should remain at a maximum height of two storeys, and the Kardinya Shopping Centre Development should not be permitted to increase the height of the build beyond the currently approved nine storeys. - The destruction of people's privacy with the building of multi story dwellings and the increase of traffic in small suburban streets will create ghettos and increase crime and resident dissatisfaction. As a long time resident we cannot but feel the way of life of Kardinya residents will be adversely affected with the proposed Plan.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
31	O	- Distressed to be informed of plan. - Very opposed to high rise apartments in the area.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
32	O	Object on the following grounds: - The proposed rezoning in Kardinya i.e. all residential areas should remain at a maximum height of 02 storeys. - The Kardinya Shopping Centre Development should not be permitted to increase the apartment building height beyond the currently approved 9 storeys.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
33	O	- We oppose the proposed application and argue that there should be NO rezoning. - The Kardinya shopping centre Development should not be permitted to any increase of building heights and should remain to two stories only. Quite happy with the new shopping centre Development but rezoning of our residents is a NO NO	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
34	O	- I disagree with the idea of changing the original plans to include multi stories dwelling. - The infrastructure in my opinion will not support the extra vehicles and lack of parking in the area.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
35	O	- As a resident of Kardinya for 46 years I object to the above proposal. Melville City Council please ensure this does not happen, as the consequences would be devastating to us residents	Noted. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.

36	O	- I oppose the application to rezone Kardinya and all residential areas should be limited to 2 stories and the Kardinya shopping centre proposal should be limited to 7 stories only. - We certainly do not need any more traffic that is currently here and loss of trees. - It's a shame and shouldn't proceed	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
37	O	- The document recently regarding the shopping centre & environs development is quite different to the original notification with broader re-zoning of R80 and affecting a larger area, including the Morris Buzacott reserve. - This would adversely affect the neighbourhood and so I ask that this plan goes no further in its current format.	Noted. The previous proposal was a development application was for the Kardinya Park Shopping Centre property only. This has been approved by JDAP. The current proposal is for an Activity Centre Plan for the district centre (which includes the Kardinya Park Shopping Centre property) and its surrounding catchment as per the requirements of SPP 4.2.
38	O	- My first thought on this matter is to ask if Council planning dept. now abrogates its responsibility for planning & allows planning to be dictated by developers? - This plan is nothing more than an attempt by the developer to massively infill a quiet residential, family friendly suburb with apartments etc to increase the captive population to service their project. - There is already ample infill with older blocks now split into 2. These new homes house mainly couples with young children. They didn't build here for the area to become a mini Hong Kong. - There is no consideration as to what the current residents want for the area & we certainly don't want much busier roads, parking congestion on the streets, loss of trees, less shade, higher temperatures & loss of bird life. - Totally REJECT this plan!!	The Planning and Development (Local Planning Schemes) Regulations 2015 allow for a private landowner or the local government to prepare an ACP. Where an ACP is prepared by a private landowner and submitted to the City, the City is required under the regulations to advertise the proposed ACP, undertake an assessment of the ACP against the planning framework and make a recommendation to the WAPC which makes the ultimate determination of the ACP. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to: - all properties within the proposed ACP boundary - properties immediately adjoining the proposed ACP - properties within 400m of the District Centre that have not been included within the proposed ACP. A report will be presented to elected members outlining the outcomes of the City's assessment to inform their consideration of the City's recommendation to the WAPC.
39	O	- I am concerned about certain things on rezoning in Kardinya ... on residential areas should remain at maximum height of two storeys and the Kardinya shopping centre should not be allowed to go more than nine storeys and the parks should be respected.	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

			The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
40	O	- I wish to put forward my comments regarding the above rezoning for Kardinya. I have lived in this area for 36 years and it has been quiet and friendly part of Kardinya to live. I also have to mention that a larger part of this area is of the older generation. - So, regarding this planning and I could speak for most of this street and surrounding areas DO NOT want the rezoning of Kardinya. Listed below I will dot point the reasons: - Because of noise and the movement of traffic will increase. - If these units are built and do not sell straight away, they will all be rented out and my question is where will they all park. Underground parking has been mentioned but will this affect the underground water table and there is of course the street. The water table runs across the park down to Piercy Way. These thing all need to be considered. - I am told that there has been inadequate and misleading consultation by the developers and the community. - There would be loss of tree canopy which will impact on shade, bird life, and the natural environment, and increase temperatures. - The proposed rezoning aims to increase the height of buildings and density in the suburb. Now, I ask you, would you buy a property next to a high rise block of units. The answer would probably be no and it would drop the value of the property considerably. - Finally, adverse changes to the family-friendly character and demographics of the suburb. It is very important that the residents of Kardinya oppose the proposed application and argue that there should be no rezoning Le. all residential areas should remain at a maximum height of two story’s, and the Kardinya Shopping Centre Development should not be permitted to increase the apartment building height beyond the current approved nine story’s.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
41	O	- As a resident in the 400m radius proposed for rezoning, I strongly oppose the development of this area. I have two small children and the increased traffic that will congest this area is of serious concern for families. - Kardinya PS is gradually growing but I believe that the changes in population that this type of housing will bring to the suburb will affect this. As it is, there are too few footpaths so it is already difficult when walking and riding and with the traffic increase that will be created, this will become impossible to do safely. I believe families will move away from such built up areas. - I am also very concerned about the environmental impact this will have on the trees and wildlife, particularly birds, that we are so lucky to still have in our area and that were the reason we chose to live in this suburb. - In addition, I feel the consultation with the community was inadequate. The first I knew of it was a letter from the council and even that was completely unclear as to what was actually being proposed.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to: - all properties within the proposed ACP boundary - properties immediately adjoining the proposed ACP - properties within 400m of the District Centre that have not been included within the proposed ACP. This letter outlined a number of options to seek information re the proposed ACP as well as a link to the full documentation as submitted.
42	O	- I am writing to you regarding my grave concerns about the proposed Activity Centre Plan (ACP) for the Kardinya District Centre. I wanted to advise you that I am strongly opposed to the proposed ACP, in particular to the proposed re-zoning which includes 15-20 storey apartment blocks within the Shopping Centre Development Core and Frame, and 5 storey, 4 storey and 3 storey apartments within the Residential area. - I have lived in Kardinya for the last forty years and my house will be adversely affected by the proposed development and 400 m rezoning. The suburb has a strong sense of community and is a suburb that is family friendly – it is quiet and there are a lot of areas of public green space, which is not only important for the well-being of people, but also for the environment. This quietness, peacefulness and public green space is very important to me and to other residents who have chosen to live here for those qualities. - There is widespread concern and opposition among residents living in Kardinya in regards to the proposed ACP. I have highlighted below concerns regarding the proposed plan. **Inadequate and misleading consultation**	Noted.

		- My neighbours and I are extremely concerned at the manner in which consultation was conducted regarding the proposed ACP. I was only made aware of the proposed ACP by the letter I recently received in the mail from the City of Melville. Although I live in the area that they have proposed be re-zoned, I did not receive any notification about the proposed ACP from the developers. I was only aware of the developer's public consultation session because I had noticed the flyer sitting on the counter of a shop at the shopping centre. The developers claimed that they had put information leaflets in letter boxes of houses in surrounding areas, however, when questioned on this matter they admitted that letter boxes which have 'no junk mail' signs would not have received the pamphlet given it wasn't enveloped. The majority of letter boxes in Kardinya have such a sign, and the developers would have been aware that these people would not have received notification about the development. - At the information session, the developers implied that their proposal was prepared at the behest of the City of Melville and the State, with the thinly veiled argument that it aims to address state planning issues and will be adopted after 'amendments' arising from the consultation to become the basis for future development of the suburb. Apparently, their real motivation is to increase density in the area surrounding the Kardinya Shopping Centre development in order to increase patronage of the Centre, as implied in their planning application: - "This ACP is intended to help facilitate the evolution of the Kardinya Park Shopping Centre into a mixed-use Activity Centre …its associated retail areas and residential frame. It is intended that increased residential densities within the surrounding area to the Kardinya Park Shopping centre will further contribute to the walkable catchment of this centre…..enhancing the vitality of local businesses" (Pg 3). " In this regard, …. it also needs to be noted that the drive behind the ACP was to align with the performance targets of SPP 4.2 to secure the Centre's future retail catchment" (Pg 48). - Interestingly, the glossy brochure that the developers were handing out to residents depicting examples of the types of residence associated with all the R-coding, had no photograph for the R-ACO (Core and Frame) which involves the 15-20 storey apartments. - Planning should be aimed at improving the well-being of the community, not serving the vested interests of private developers. The consultation process from the developers has made a mockery of the true sense of consultation, as residents were not informed in a meaningful and transparent manner as to what was planned in relation to the ACP at the time the original re-development of the Kardinya Shopping Centre was approved. The information provided on both occasions has been biased and misrepresentative. **Proposed rezoning of the Core, Frame and Residential areas that aims to increase density through increased height of buildings** - The proposed height of buildings and associated increase in density is inappropriate for the Kardinya neighbourhood and will adversely impact on the family-oriented character of the community and well-being of residents living in this area. In the interests of the residents, it is critical that the City of Melville does not support the proposed rezoning: all residential areas should have a maximum height of two storeys and the Kardinya Shopping Centre Development should not be permitted to increase the apartment building height beyond the currently approved nine storey structure. - I note that the document acknowledges that the Murdoch Specialised Activity Centre Structure Plan (MSACSP) stipulated that the Kardinya District Centre and wider residential catchment surrounding the Centre were identified as a 'low-rise neighbourhood': "Kardinya District Centre and the wider residential catchment surrounding as indicated in Figure 9, has been identified as a low-rise neighbourhood" (Pg22). - Likewise, the City of Melville's Local Planning Strategy (LPS) whilst recommending investigation of nominated properties along transit routes such as North Lake Road and South Street for high-density development did not identify the Kardinya Activity Centre as a strategic development area. "The LPS has also nominated properties along transit routes such as North Lake Road and South Street to be investigated for high density residential development" (Pg 24). "Although the site is designated as a district centre, the City of Melville's Strategy has not identified the Kardinya Activity Centre as a 'strategic development area' within the Strategy" (Pg 25). - The developers admit that they have not adhered to the 400m zone required by SPP 4.2 for state planning. The developers acknowledge the challenges associated with development in the Frame and also in areas that require	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be

		amalgamation, such as the southern catchment – indeed there are significant challenges with development throughout the proposed Residential area. - The arbitrary and flawed approach whereby the western catchment has not been included in the proposed area for re-zoning because of the 'high quality character of this area, as well as the significant investment' (Pg 50) fails to acknowledge the process of suburban renewal that has been occurring in the northern and eastern catchments over the last two decades, with sub-division and redevelopment of old blocks with old houses being replaced with newly built, modern houses involving significant investment by the usually young families that have moved into the area. Although admitting that the proposed re-zoning would not be suitable in the western catchment, the document fails to discuss the significant impact of high rise apartment blocks (15-20 storeys) and high density living (5-3 storeys in suburb directly opposite this area) on the western and southern catchments in regards to traffic flow, liveability and radical change in character of the neighbourhood. The residents in these catchments would certainly not want to be living adjacent to a high density, high-rise neighbourhood. - The document highlights that its focus is to increase density in the northern catchment, despite the fact that there is already a high level of density associated with recent sub-division and investment in new homes. The residents in this area will be significantly affected by the proposed ACP, which means that the proposed ACP is at odds with the City of Melville's LPS No 6. - The proposed ACP fails to meet the following objectives required by the City of Melville – Local Planning Scheme No 6 due to the adverse impacts on surrounding residential areas. "• To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels; • To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health welfare and safety of its residents; • To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality; and • To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community" (Pg 26). **Increased traffic and parking issues** - Kardinya already has a high level of in-fill, however, the inclusion of such a large number of apartment blocks will lead to serious problems in regards to traffic congestion, which will be extremely problematic given the close proximity of the primary school, aged care facilities and Fiona Stanley Hospital. The developers argue that traffic issues pose a threat to this proposal as indicated in the information below, whereby they acknowledge that South St and North Lake Road already have large amounts of traffic and have limited ability to increase volume, these roads do not have the capacity to cater for the proposed increase in density in housing. "South Street and North Lake Road will remain busy Regional Roads carrying large amounts of traffic (including freight traffic) with noise and dust impacts and limited ability to increase volumes" Pg 18. - The streets in the Residential areas where the developers have proposed 5,4 and 3 storey apartments are small, quiet suburban streets. They are only designed for low traffic flow, and will not be able to cater for the traffic associated with increased density living. Gilbertson Road is a small road that already is at capacity in regards to traffic flow, and this road would not be able to cope with increased traffic associated with higher density housing in this area. - The document highlights the challenges associated with parking in the area and raises various options including limited time parking, which would be problematic for residents, and on-street parking, which again would be problematic given the small, narrow nature of the roads and dangerous for children in the neighbourhood. The document also acknowledges that it isn't possible to build under-ground parking due to the water table issues in the suburb. "In the northern precinct, basement structures and stormwater detention will likely be difficult due to the small difference between the ground level and the groundwater level. This will likely manifest in car parking being provided at ground and in mezzanine levels for new developments unless more expensive water proofing and potential pumping of basements is proposed. Concealment of any at-ground or above ground car parking areas is mandated in the R-Codes for apartment and mixed-use developments which will ensure good design outcomes will still be required from the outset" (Pg 31). - Currently it is very easy, enjoyable and safe for residents to walk around the low traffic flow streets. Although, the	required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Kardinya is identified as a district centre in the Local Planning Strategy (LPS) reflecting this designation in SPP 4.2 which in turn requires preparation of an ACP which is required amongst other matters to consider residential densities within the ACP area. The LPS actually indicates low to medium densities along North Lake Road and South street. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2.

		developers argue that an aim of the proposed ACP is to increase the walkability in the area surrounding the shopping centre, the increased traffic and parking issues associated with the increased density living will hinder walkability in this area due to safety concerns. - Additionally, although the ACP documents indicate that there are no changes proposed for Brophy Street, Figure 3 (Pg 7) actually shows a street connecting Brophy Street to Dalston Crescent – when - questioned about this at the public consultation session the developers said the Figure was not correct. **Adverse changes to the demographics and family-friendly character of the suburb** - The suburb comprises a majority of families (44% couples with children, 13% one parent families), followed by a large proportion of couples without children (40%) (Pg 41), who are primarily older couples who have raised their children in the area and have continued to live in the suburb. Kardinya is a quiet, safe, family-friendly neighbourhood. People who live in this area generally choose to stay in the area well after raising their children, and often subdivide enabling younger families to move into the neighbourhood as well. There is a wonderful balance in the suburb between young families and older people – it is a model community, with a high level of well-being. - The proposed high rise apartment blocks would change the demographics of the suburb, and adversely affect the family-friendly environment. Kardinya already has a high level of in-fill and density, as evidenced through current subdivision and several infill precincts nearby (Kardinya Heights 300 residents and Gallery 250 residents). However, these developments have all been limited in height to two storeys, and despite the level of infill that has occurred to date – the suburb has been able to retain a high level of liveability, and family-friendly environment. - It is unclear who would want to live in the types of apartments that are being proposed for Kardinya - certainly not families, and I doubt whether professionals would find this attractive either. Indeed, the ACP proposal acknowledges that a threat to the ACP is the need to attract quality investment to the ACP to ensure high quality built form, and also that there could be under-development of the ACP due to community preference for grouped dwellings rather than multiple dwelling developments. The developer's document appears to anticipate degradation of suburb as a result of their proposed plan. "Economic climate may result in an under-development of the Centre with community preference for grouped dwelling developments rather than multiple dwelling developments due to low-socio-economic stigma associated with multiple dwelling developments" Pg 18. - The developers claim the ACP is needed to increase employment in this area. Yet elsewhere in the document it clearly states that the employment figures for Kardinya are consistent with Western Australian averages, and that the number of professionals living in the suburb is higher proportionally than the State average, which is at odds with the description of the suburb as under-developed and requiring employment generation. "As of the 2016 census, there were 4,884 people who reported being in the labour force who live in Kardinya (suburb). Of these 53.8% were employed full time, 34.4% were employed part-time and 7.6% were unemployed which is relatively consistent with the Western Australian averages" Pg 41. "The most common occupations in Kardinya included Professionals 25.8%, Clerical and Administrative Workers 15.1%, Technicians and Trades Workers 13.4%, Managers 11.6%, and Sales Workers 10.4%. The number of professionals in the locality is proportionally higher than the state average of 20.5% with slightly higher family and household income than the Western Australia averages" Pg 41. **Loss of large trees and tree canopy which will adversely affect the natural environment** - Despite the current high level of infill associated with subdivision, Kardinya is a quiet suburb which has retained a significant tree canopy of mature native trees, particularly in the northern and eastern catchments. It also includes a lot of areas of public green space. This natural environment is important not only for the well-being of people, but also native wildlife biodiversity with numerous endemic bird species, including threatened black cockatoos dependent on the large trees and remnant vegetation. The proposed amalgamation of residential blocks to facilitate the development of 3-5 storey apartments would inevitably reduce the tree canopy that occurs in the residential area - of the suburb, and would adversely impact the community and the natural environment. Importantly this would be completely at odds with the City of Melville's Urban Forest Strategic Plan. Furthermore, the proposed ACP aims to maximise density around the Public Open Space of Morris Buzacott Reserve and Alan Edward Reserve. The City of Melville's Urban Forest Strategic Plan clearly outlines the social, economic and environmental benefits of trees,	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		and acknowledges that large trees provide the greatest benefits. "We will aim to incorporate urban forest protection into the City's strategic urban planning, infrastructure and land asset management and corporate objectives, with a focus on maximising the net public benefits of urban vegetation for liveability, amenity and neighbourhood character" (Urban Forest Strategic Plan, City of Melville, Pg ii). - The City of Melville has adopted and embraced the Urban Forest Strategic Plan, which has a focus on building climate change resilience through the retention and expansion of the urban forest. This has the support of the community. The Urban Forest and Green Spaces Policy (CP-102) was adopted by the City of Melville in September 2016 and includes the following objectives: 1. To protect, preserve and enhance the aesthetic character of the City of Melville. 2. To realise the social, environmental and economic benefits of trees and other vegetation as an integral element of the urban environment. 3. To contribute to community wellbeing by integrating and aligning the efficient provision of physical, social and green infrastructure and management of natural areas to achieve community wellbeing today and tomorrow. 4. To encourage a sense of shared responsibility and balance individual and community rights to equitably distribute the costs and the benefits of a greener City. 5. To ensure that the urban forest and green spaces that are integral to the City's sense of place are not compromised in areas of increased residential density. - The City of Melville prides itself on focussing on community well-being. The proposed ACP development is completely at odds with the City's goal. - Kardinya epitomises a truly wonderful community, in which there is already a high level of infill associated with subdivision and medium density residential projects that have remained limited to a height of two storeys, maintaining a family friendly character in harmony with the natural environment. Many residents, such as myself, have chosen to live in Kardinya for decades because it is such a special place to live. This is important to safeguard. It is critical that the City of Melville does not allow what is good about our community to be destroyed by developers through the proposed ACP development. Pro Forma Letter also signed: - Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the Councils proposal for this rezoning to include an Activity Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet s uburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission.	Noted.

			Noted.

			The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Noted SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
43	O	- The proposed ACP satisfies no-one but the developer! The increase in height of buildings in the residential area will create ghettoes and congested streets which will preclude privacy, trees and bird life. The cockatoos have little tree canopy now!	Noted.
44	O	- I definitely oppose the increase of building heights in the surrounding residential area which will concentrate low cost housing and result in increased crime, traffic density and pollution. I am also totally opposed to an increase in the height of the apartment complex from the proposed 9 stories.	Noted. Heights proposed in the residential precinct are related to proposed

			densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
45	O	I am not in agreement with the proposal for the following reasons: 1. It is wrong to state that the ACP is prepared and proposed by the major landowner. What is the percentage of land ownership of the Kardinya Shopping Centre in comparison with the total residential land ownership for the proposed development? It is prepared by the major commercial occupier in the area, in view of future commercial benefits. 2. Please note that one's home for most people is their biggest single investment in their life. I bought my home at the age of 47 and I will finish paying my home loan when I am 60 – 65. Basically, working my entire life to have a roof over my head as I age and be financially and emotionally secure in my old age. This investment was made with a lot of thought and consideration given to a lot of factors. It is not only investing in a home but investing in an area for a way and quality of life that one wants to have. That is what I bought and paid for. What right does another party have to change the conditions of my purchase without my consent? Where are my consumer rights? This is my entire life savings. 3. Besides buying my own home, the planning commission needs to take into account the investment I have made to improve the conditions in my home to make myself more comfortable and accommodate my lifestyle. This is the place I intend to live my life out. This will be the same for most or all the home owners. 4. I don't want a 3 storey apartment block next to my residence. It will block the natural light to my building. I will lose my privacy. How can the planning commission ensure that the natural light and my privacy is not compromised? 5. The more people you put together in a small space, the more social issues you are going to have. The neighbourhood is no longer going to be peaceful and quiet. You will have social gatherings, parties, music, those that play an instrument, pets (people keep pets in an apartment) and if you are unlucky a badly behaved neighbour. 6. I know the proposed development states parking will be provided in line with guidelines but that is never the case. Somebody has a function, all the visitors parking will be taken up. Some guests will have to find street parking. The apartment block that I stayed in, in Sydney, we finally had to to secure the access to the residents parking as people were parking in our spots or blocking our access, even though it is clearly marked with unit numbers. Depending on the way people park, it is difficult to get your car out at times Currently, with the subdivision of property in the area there is congestion with regards to parking and visibility at intersections are blocked as people are parking out of their properties. Fortunately, the traffic flow in the area is light, so, everyone manages without complaining and keeping the relationships pleasant. With regards to my property, which is on a subdivided lot, I only have my driveway to put my bins on bin day, so, I have to put them on my neighbours land, otherwise I will not be able to take my car out of my driveway. Really have to look at the practical aspects of things when planning is done, and approval is given. 7. I lived in Sydney for 10 years and I saw this haphazard development. Land is rezoned but people move, sell, over period of time. You will have a single storey house and next to it you will have an apartment block that is 3 stories. It doesn't make the area look appealing. The single storey house has only land value going forward, once this sort of development starts to take place. That is not fair and just to the owner of the property. It is different if the area is developed as a whole and not in this haphazard manner. 8. I bought into an established neighbourhood. I don't want development taking place around me over a period of time 10 to 20 years progressively with work vehicles, trades people, noise and pollution. That is not what I paid for. 9. This proposal is 174 pages. Talking to my neighbours, I find that most people are unaware of the proposed re-zoning of their land and its implications. A notice is sent out. A time frame put in for response. The notice does not highlight to the residents that the land they own is going to be re-zoned. That information is in the 174 pages of proposal. Most people think it is to do with the shopping centre. Most people are unaware that the shopping centre is being developed up to 9 stories high including me. I recently learnt that has been approved and it was put for comment through a similar process like this one. I was completely unaware. How many people are going to go through this document and at detail. Something like this, should be communicated in a direct manner with the owners of the land. Not the residents who realise what is proposed and its implications, taking the initiative to inform the rest, as the council takes a no response as an agreement to the proposal. I did not respond but I am not	Noted. Noted. Noted. Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.

		in agreement that the shopping centre is built up to 9 stories high. Even the information session that was hosted by the Kardinya Shopping Centre Developers was not advertised to all residents. There was no flyers or leaflets let in everyone's letterbox. My neighbour found out when he went to the coffee shop and informed me and other neighbours. The right thing to do is to make everybody completely aware of what is happening and to have complete transparency of the whole process. 10. Increase density with existing infra-structure. This is going to cause congestion. At present you can turn out at intersection without delay. With the proposal, you can be waiting up to 10 to 15 minutes during peak period, just to get out of your housing scheme. As far as I am concerned, there should have been active consultation with all land owners even before pen was put to paper with regards to this proposal. The proposal of the shopping centre and the re-zoning of proposed land should be looked at as a whole.	Noted. The Planning and Development (Local Planning Schemes) Regulations 2015 allow for a private landowner or the local government to prepare an ACP. Where an ACP is prepared by a private landowner and submitted to the City, the City is required under the regulations to advertise the proposed ACP, undertake an assessment of the ACP against the planning framework and make a recommendation to the WAPC which makes the ultimate determination of the ACP. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to: - all properties within the proposed ACP boundary - properties immediately adjoining the proposed ACP - properties within 400m of the District Centre that have not been included within the proposed ACP. A report will be presented to elected members outlining the outcomes of the City's assessment to inform their consideration of the City's recommendation to the WAPC.
46	O	- We (My wife and I) would like to raise our concerns and object to the current proposal as we do not think it aligns well with our, or the community's beliefs and values. - We recently built our home here in Kardinya, and like many other young families, we chose to build here to provide our growing family with a happy suburban lifestyle, surrounded by family and nature. - My wife also grew up in Kardinya, and from the day she was born she remembers enjoying the multiple local parks, going on walks and playing around the pine trees. We enjoy this relaxed and family friendly atmosphere that this beautiful suburb has, and would like this way of life to continue here in Kardinya. - The main issue we have is that the proposal considers putting high-rise building and apartment complexes (R80 rezoning and above) opposite our street and the surrounding neighbourhood. This will put strain on the current environment as it will increase traffic flows on small quiet suburban streets and require more parking facilities in a restricted space. - We would be happier if there was no rezoning, especially around our street, where we would like it to remain R40 zoning and below. We understand the need for increased density which re-zoning provides, however we have already seen that many new developments (ours included) are sub-divisions of two-storey housing and below. This will inadvertently increase the density without compromising the lifestyle of the suburb and mostly the environment. - The current proposal will also result in a loss of tree canopy that will reduce the wildlife, impact on shade and increase temperatures. We love the current view of the trees and wildlife around the suburb and would not want this compromised in any way. - We do agree that it is needed to improve the current Kardinya Park shopping complex, however it should not be permitted to increase beyond the currently approved nine-storeys. - It appears as though this proposal was put through by developers, without much consultation from the community. We talked around our neighbourhood and there was a lack of understanding of the implications of	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides

		the proposal, let alone what the proposal is. We are hoping that this letter, along with the many others will sway the current proposal to not go ahead as it stands. Rather that we can come to a new proposal agreement based on the community's feedback that we can all agree upon that will sustain the beautiful suburb that Kardinya is. - Our recommendations are as follows: • No re-zoning required and to keep the residential areas zoned at R40 and below • Retain the current tree canopy and "forestation" aesthetic to protect the environment and wildlife • Improve the Kardinya Park shopping complex sustainably that will keep to the approved development height of nine storeys.	an indication of preferred heights in the "Centre" zone area. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to: - all properties within the proposed ACP boundary - properties immediately adjoining the proposed ACP - properties within 400m of the District Centre that have not been included within the proposed ACP. Noted.
47	O	I would like to express my concerns over the proposed redevelopment of the Kardinya Shopping Centre site (Activity Centre Plan (ACP) for the Kardinya District Centre). Whilst I am not specifically against the redevelopment of the shopping centre I am disturbed by the redevelopment of the area surrounding it (old Kardinya). There are a number of problematic issues with the proposal including; - The area of old Kardinya is renowned for its mature trees and bird life, this is an important factor that attracts people, including myself to live in the area. The proposed multi-story accommodation would by default ruin this. - The trees are the home, amongst others, of the endangered Black Cockatoo which live in and around the Morris Buzacott Reserve and freely roam the area. The area of old Kardinya is also the habitat of Quenda's with most homes in the area being regularly visited by these small indigenous creatures. High rise building will obviously destroy their habitat. - The area marked on the map for redevelopment has already been largely redesignated as higher density and as such has been heavily redeveloped with new housing over the past couple of years. A quick drive around the area is recommended as you will soon realise the number of new houses that are going up. These folks are unlikely to be ready to sell their new homes for a long time. I believe the developers have missed the boat as it were. - The proposed site is too small for such a redevelopment. A quick comparison to Garden City will identify that the area is significantly smaller and yet Garden City constantly has no parking. This is already a problem with the existing parking space at Kardinya which runs close to maximum on a regular basis. With the proposed redevelopment it is unlikely, even with multi-story car parks, that parking will not become a major issue particularly for neighbours in nearby streets. - This also leads to traffic issues and the problems that the development will introduce to the area. As a resident of Williamson Road I have already complained to council previously about the traffic in Williamson Rd when sports events are held at Morris Buzacott Reserve with people speeding up and down the street endangering the lives of many small children who live along the road. Once the new shopping centre and proposed high rise goes up I suspect traffic will be a complete nightmare. - Redevelopment of Morris Buzacott cricket ground? Why is this included, the oval is beautifully maintained and in constant use and hardly needs any redevelopment. This appears to be an attempt by the developer to sound like a bonus for the community but the area is constantly used by residents including the cricket club, soccer, hockey training, fitness, walking dogs etc. The area also includes old growth jarrah trees and a bee colony that has been there for at least 40 years and probably longer. It is also home to many birds including the Black Cockatoos. - Without wanting to sound crass, the devaluation of resident's property due to the number of high rise is of concern to everyone who lives in this suburb. If the recent block of flats on the corner of Williamson and Gilbertson Roads is an example of what is proposed then the future is grim for this beautiful hamlet.	Noted. Noted. Noted. The majority of the residential area contained within the proposed ACP is currently designated at R25, considered as low density code under the residential design codes. Noted.

		My final thought is why build a major centre here? With two major hospitals, medical centres, a university, private colleges, TAFE college one suspect a shopping development in they Murdoch university area would make significantly more sense.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The ACP does not propose any redevelopment of Morris Buzacott reserve. Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment.
48	O	- I am the owner of a property within the Kardinya district activity centre plan and would like express my concern and dismay over the proposed plans. - What I have found somewhat alarming is that the residents were duped when the plans where advertised of the proposed Shopping Centre upgrades which were welcomed at the time. This was then passed through council and at the time there was no talk of an activity plan this came later. Had I and the other affected residents known this was proposed I and other residents certainly would not have been so welcoming of the upgrades. The proposed Kardinya District Activity Plan should have been proposed at the same time to be fair and equitable to residents not be done underhanded. - I am writing this regarding the proposed rezoning of properties within the Kardinya district activity centre plan and my views on it and what I believe are the implications to residents immediately affected by it. It is stated that it is a 400 metre zone within the Kardinya shopping Centre but yet it is targeted mainly on the East side of North Lake road it would appear that it is not being shared evenly. - From what I have ascertained with the proposed rezoning from R25 up to R160 it will increase current dwelling numbers of 416 houses to an infill of 2,295 units. Based on calculations of 97 units proposed for inclusions in Kardinya shopping centre they have allocated 175 car bays for residents and visitors that equates to 1.8 car bays per unit. - Under that assumption with proposed 2,295 units that gives us 4,132 cars. Current housing would have an average of 2 cars per dwelling that's 832 cars. That's an increase of 3,300 cars into the local streets. - Not taking into consideration the current impact on house values as under the proposed rezoning apartment heights can be up to 5 storeys. This would certainly devalue housing prices in the area, as it certainly would not be very desirable to have a 3-5 storey apartment block next to you. That would have a negative effect in selling your property as it would only be appealable to developers so essentially you have eliminated about 90% of buyers thereby driving down property values. We also have to ask the question on the social impact in the area and are we creating ghettos and higher crime rates with such high density. - Kardinya shopping centre is current lettable space is 13,776 Sqm growing to 22,244 Sqm. - Westfield Booragoon currently has a lettable retail area of 72,000 Sqm, That's a difference of 49,756 Sqm. The infill is only R100 and only housing directly facing the centre. - The zoning is certainly higher within the Kardinya area for such a smaller centre. There isn't a higher density within the Melville area excepting Canning Bridge area. I am bewildered as to how such an infill could be consider when there isn't anything else that comes close to it except Canning Bridge district.	Noted. The previous proposal was a development application was for the Kardinya Park Shopping Centre property only. This has been approved by JDAP. The current proposal is for an Activity Centre Plan for the district centre (which includes the Kardinya Park Shopping Centre property) and its surrounding catchment as per the requirements of SPP 4.2. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.

		- One has to ask the question is this to be considered a bonus for the owner of the centre for developing it, to increase traffic flow into the centre? And also another way to increase revenue to the council with the increase in the number of properties at the cost to local residents in some very quiet pockets of Kardinya. Let's hope some common sense will prevail and that we have a better outcome for the local residents. I am not against the development of the centre but if I was to make a decision between a bigger shopping centre at the cost to local resident's lifestyle socially and financially I would say no to the development of the shopping centre. - We also have to ask the question on the social impact in the area and are we creating ghettos and higher crime rates with such high density, and with the current crisis with Covid outbreak the push for small boxed apartments certainly does not bode well with mental health issues as we have seen over east. There is a lot to be said for having a bit of garden and not four walls.	Kardinya centre is identified as a district centre in SPP 4.2 which requires amongst other items identification of residential densities within the ACP area to deliver dwelling targets. The proposed densities are being assessed to determine the level of compliance with the requirements under SPP 4.2 which is a Sate Planning Policy that the City is required to apply. Noted.
49	O	- We are building on a narrow block in Mounsey St behind Kardinya Shopping centre Corner of South street and North Lake Road (this came in after our sign up on our build) and they what to rezone our cul-de-sac sack area to 5/4 and 3 stories apartments. - This means to us that we will have 4 stories either side of our narrow home and at the back . So there will be No Sun or privacy for us. Our idea to down side to a 3 x 2 has turned into a nightmare and mental stress. We were going to have solar panels on the roof but that will be pointless now with the new rezoning. Please think about, if this goes ahead 1) The traffic that will be coming out of McKleery Street. (That has trouble now) With the bus stop over the road and only having one lane either side , when there is a brake in the traffic from the lights at South street all the traffic from the shops comes out of Brophy St and the lane behind Chicken treat. 2) We feel having so many people living in a cul-de- sac area with more traffic , cars left out in the narrow roads and shopping trolleys left on the sides of the streets (yes we get them now). I hate to see bin day and would hate to call a Ambulance or Fire truck. Please see attachment for a compromise. I have marked in Red where I feel you could just have some 3 Story apartment blocks but they must have 2 parking bays per unit and visitors parking. Then people will get sun on there home, not feel so closed in. In the area behind the shopping centre marked in red, having 3 stories only on one side and if the street gets full on cars and trolleys its only on one side. The traffic will be more but I hope Gilbertson Rd can cope or it might need 2 lanes either side, a Bus bay. I understand we need infrastructure and as normal, everyone in the area aren't happy. 3 ,4 and 5 stories IS JUST TO HIGH and to much , so I am asking you to help to STOP and rethink this because, we believe with, that many people in a area like this, it will be dangerous and why can't we have sun on our homes and not feel claustrophobic , Really would you like to live like that . Isn't this every Australians dream to have good well-being and mental health.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.

		There are more things in life than making money like doing right by peoples health and well-being.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
50	S	The South Street Cafe supports the proposal for the following reasons: - The centre is a District Centre, and I have been briefed that under 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. - 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.	Noted
51	O	- I am absolutely against the proposal to alter Kardinya`s happy lifestyle in any way, but for the possible installation of pedestrian traffic lights to assist us to cross south street safely. - Please go to some other suburb and stuff up their happy lives and leave us alone.	Noted.
52	O	- I definitely DO NOT want the rezoning in my area. Want the two storey approvals to stay. DO NOT want a 15 storey apartment in the shopping centre either. The heights are ridiculous.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
53	O	We have been living at this address for almost 30 years and we do have some major concerns about the ridiculous changes proposed for this area. LISTED BELOW ARE OUR MAJOR CONCERNS 1) The proposed height around our street 2) The proposed height around the Shopping Centre (Should only be Maximum 4 Storeys High) 3) Traffic will increase be Tenfold 4) Parking will be horrendous 5) Buildings overlooking our backyard 6) The Developers have never consulted us in anyway.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
54	S	Support the proposal. - It's long overdue and needed for the area. - It could have a positive impact on house prices. - Please ensure street lighting and possible upgrades to green spaces to meet higher density areas.	Noted.
55	S	- I think it is excellent. Long overdue and needed for the area. It could have a positive impact on house prices. - Please ensure could street lighting and possible upgrades to green spaces to meet higher density areas.	Noted.

56	O	- I say NO to Rezoning in Kardinya. I purchased in beautiful Kardinya with the zoning the way it was, I wouldn't have bought and/or I wouldn't be purchasing if they change the zoning for high rise buildings. It will devalue my house - How can they change the goal posts? - It will have an increase on foot traffic, increase car traffic and by putting up high rise buildings the houses/units/apartments and rentals will become cheaper and more affordable and will no doubt attract younger people due to the close proximity to Murdoch University - More people usually means more crime and break-ins. - I moved to Kardinya as it was a family suburb, I'm for change but high rise buildings do not belong throughout the suburbs, they need to be across the road from shopping centres, on the rivers, in the city, on train lines and any newly developed suburbs where it is originally zoned that way.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
57	O	Map submitted with a number of properties outlined in red to the south east of the ACP. - Poor transition from R80 to R25 in the identified area. - Request to expand the ACP boundary to include identified area and R40 should be considered. - Identified properties have good public transport and pedestrian access points and are within walking distance to shopping centre.	Noted. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2.
58	O	I support the redevelopment of the shopping centre precinct, but I have some concerns about the plan. 1) I would prefer to see medium density, up to 4 storeys, rather than high rise, which is incompatible with the surrounding residential area. 2) Higher density development will impose pressure on traffic circulation and parking and careful analysis will be needed in order to provide adequately for these. Lights will be needed to provide for safe exit from the shopping centre carpark. The lights at Gilbertson Road and South Street will need to be modified to provide right turn arrows for vehicles coming in both directions on Gilbertson Road. 3) The needs of pedestrians must be considered. I suggest a bus bay on South Street, opposite the Shopping Centre, so that buses do not block the traffic flow on South Street while they are loading and unloading passengers. I suggest an overpass for pedestrians needing to cross South Street to reach the bus stop or the shopping Centre. It is dangerous at present and will be much worse if this development goes ahead. 4) The plan for the KAC includes several areas that are currently open space. These must not be developed and I would argue that more open space will be needed to accommodate the recreational needs of the expanded community, especially playgrounds for children. The City of Melville already has quite a low coverage of tree canopy and the loss of mature trees as a result of this development must be compensated. I suggest that three new native trees should be planted in the precinct for every one tree that is lost to development.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. A new bus bay and a new signal controlled intersection allowing for controlled pedestrian crossing of South Street has been incorporated as part of the recent JDAP approval; for the Kardinya Park Shopping Centre redevelopment. The proposed ACP does not propose any redevelopment of existing public open space.
59	O	I have lived in Kardinya all my life. I grew up in McBeth Way, in the family home that my mother still owns. In 1997 we bought our own home at 7 Hodgson place Kardinya. In 2010 when we had 4 children and needed more room we demolished and rebuilt a new family home on the same block rather than leave Kardinya. We have been continually active members of the community. My children attended Kardinya primary school, the same one I attended, also worked at the school. I have been a girl guide leader, scout leader, various roles in the Melville hockey club, tee ball club, football club, playgroup, karate club and Kardinya Bowling club. We have worked so hard to provide our family with a home in an area that offers a quiet, family focussed community lifestyle. - I am strongly opposed to the proposed rezoning allowing 4 and 5 story buildings. I do not feel there has been adequate community consultation beyond the shopping centre redevelopment. - I fear this will destroy all the things we love about where we live. High density living in 3-5 story apartments will greatly affect the privacy of our homes with people overlooking our property, blocking our outlook and natural light. This will affect our property value. - High density living will lead to increased traffic and parking congestion on the quiet suburban streets. I also fear it	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to

		will attract a new demographic to the area increasing the crime rate. - I am in favour of progress and improving Kardinya but feel this proposed rezoning will destroy family friendly character and demographics of the area we love.	consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
60	O	I am writing to submit my opinion on the Kardinya rezoning. My concerns on the rezoning are as follows. - I feel that the rezoning should be limited to two storeys in all residential areas. Anything above this creates privacy issues and too much congestion in the suburbs leading to excessive traffic and safety issues. It's not necessary. - I also feel the proposed area for rezoning is excessively large. However I understand the need for infill and would suggest that only properties directly adjacent major roads (south street and north lake) should be the only areas rezoned and not inner areas of the suburb. - I think the zoning should extend out from the shopping centre ending at Le Soufe (north) Gilbertson (east). The current zoning proposal for south and west boundaries seem reasonable to me. - I plead that the urban planners just take a quick look at neighbouring Cockburn gate and excessive density apartments in place there combined with terrible road and traffic planning and how that in turn it has negatively impacted surrounding area as not only an eyesore but also changed the demographic of the area to no end for the worse. Please do not make the same mistake. On a positive note I think the Kardinya Park shopping centre plans look great and modern. providing apartments are capped at 9 stories max it should turn out great for both developers and the community.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. SPP 4.2 identifies the Kardinya centre as a district centre and requires that an ACP be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
61	O	- Firstly the notice that I have received is way too short; to close feedback on Sept 3 is unfair. It is taking you 2 weeks to comment back to me why you planted trees obstructing the only open space in Jack O'Keefe reserve and why you failed to consult with adjoining owners. Even after the debacle with the power transformer for underground power in the same location! - I believe 3 stories on small residential lots is too high. Current new subdivided housing have tiny courtyards that lack good sun light. Many windows lack sunlight or even any appreciable daylight. - The proposal claims one car bay pre residence! Rubbish! Most couples; working or retired have two vehicles. Parking in Kardinya is already a serious problem. Apart from the law allowing cars or trucks to park in T junctions cars are regularly parking too close to intersections making turning corners dangerous, weaving between vehicles parked on opposite sides of a road. - This proposal is purely to provide more residents to shop in the new Centre! Why should you ask residents to put up with higher density housing just to satisfy their greed!	Noted. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. SPP 4.2 identifies the Kardinya centre as a district centre and requires that an ACP be prepared for all district centres and that a 400m walkable

			catchment area be included within the ACP.
62	O	Absolutely disgusting. I have been a long standing owner of 12 Christensen Street Kardinya for 38 years. We bought into this property due the amenity, location of the north facing block and park location. This location has afforded myself and family of a quite peaceful lifestyle, one that we appreciate every day. I am now very anxious with the proposed Activity Plan which will destroy all that we have worked hard to achieve. We have invested both emotionally and financially ensuring it is well maintained as have all of our neighbours and the streetscape and character has benefited immensely. During a recent meeting, the council informed us that the R25 code was applied to properties in our area in 2016. The current R25 to R40 code is well suited to all residential properties within the City of Melville to assist further infill requirements without causing so much destruction of people's life's and homes in such a small target area. As this is a recent change I feel it would be detrimental to the suburb and that the properties have been unfairly targeted to bolster the business plan for the Kardinya Shopping Precinct. The precinct map has been designed to fit density more predominate into one area, allowing the western side isolated, however clearly in the walkable 400 metres zone. I request Council to address this issue. Brutal interfaces between residential low density and high density allowing 4 and 5 storey apartments have come about by the up-zonings imposed by WA Planning Commission. It does not protect existing residential homes and the push for transitioning residential areas to higher density which favours developers. <u>The intrusive and intense scale of ACP density and height built form is inconsistent for any residential area and strongly disagree for our property and surrounding streets and view as unjust.</u> The process of the Kardinya Activity Plan has not been desirable and as there has been no consultation or contact from the developer. This proposal would be financially beneficial to the developer but detrimental to the homeowners. Homeowners who decide to stay in the area could be landlocked by the proposed Activity plan making properties less desirable for resale in the future. Council should further engage the community to allow understanding of the ACP and how online community feedback can affect and damage a small group of residents. Infill and density targets should be fairly driven by creating and expanding more broadly the opportunity in allowing all residential blocks subdivision potential – 2 storey above natural ground level for a further 10 years to offer more natural streetscape and sensitive infill conducive to family block residential living. I request Council facilitates further consultation on behalf of all affected residents and **submit my following and OBJECTIONS:-** **COMMUNICATION** • Lack of effective communication on changes and lack of transitional time from <u>our current R codes</u> to allow more <u>residential infill being conducive and sympathetic for current owners</u>. • Reconsider and engage community consultation on the future preparation of this plan for the City and residents affected. • Request Council to recommend a change to the ACP Plans of its aim to recommend a broader residential catchment to achieve 3 ?? dwellings per gross hectare by 2050 for this submission and scope. • Look at expanding 2 storey above natural ground level for all residential areas and not just a 400 walkable distance from a shopping centre. • Western Australian has seen a decline due to people population movement being static and Sate economy in decline. • Increase of unemployment with many home owners to default of their homes, adding stock to the real estate market.	Noted. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed

		AMENITY • Resident's loss of family –orientated and quiet and calm amenity loss. Personally I feel very anxious and overwhelmed. • Not enough transition time from the current R codes into high density coding - have taken away natural rights (justice) that other residents in Melville have been afforded. • Strong potential of antisocial behavior of foot traffic. • Not enough open space to cater for high volume number of units developments. • Increase of residential noise from what is currently valued by the affected residents. **DENSITY: total objection as follows** • Scale of the ACP higher density R codes and height. • Strong potential for landlocked properties destroying our current lifestyle and property values. • Built form: Bulk and Height impact on visual streetscape and privacy issues. • Potential and intrusive Shadow and Overlooking. **Infill Density Targets:** • Kardinya and the broader City of Melville community have contributed to infill over the last 20 years which should be taken into consideration with this Activity Plan for infill requirements and recommendations. • Potential of land lock properties destroying and intrusive on our current lifestyle and property values. **Street Parking:** • Cul de sac road design– not for unit development and create high impact on street parking. • Parking on streets that have not been designed for street parking. • Residents will have trouble accessing if reversing trailer/caravan/boats into their properties. • Car Bay allocation for a group dwelling environment will create overspill and street parking issues. • With above this would require street parking signage creating another visual impact. **Property Values:** • Many of the original homes have had substantial improvements both internally and externally to suite family living. • Scale is inconsistent for any residential area and strongly disagree for our property and surrounding streets and unjust. *As a long standing owner we took the decision purchase to into this area for the quite peaceful amenity with its natural streetscape appeal. Potential for land lock residential properties looking completely out of character with no street scape appeal. Lost value on homes would occur. Feel that a small residential pocket that has been well kept and loved by the owners are being the sacrificial lamb in this ACP.* • Strong potential of property values decline and a precedent for future proposals viewed as directed and unfair consequence of this proposal.	ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. Should modifications be proposed to the ACP it is expected that these modifications will also be further advertised before a final recommendation is forwarded to the WAPC. Noted. Kardinya centre is identified as a district centre in SPP 4.2 which requires amongst other items identification of residential densities within the ACP area to deliver dwelling targets. The proposed densities are being assessed to determine the level of compliance with these requirements under SPP 4.2 which is a State Planning Policy that the City is required to apply. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

			Noted.
63	O	- Keep Kardinya the same	Noted.
64	O	- I don't support proposed ACP application for Kardinya, strongly objecting to its excessive height. - The proposed apartment's height will impact our neighbourhood, with increased crowding, reducing trees, impacting wildlife and changing our suburb's tranquil nature. - There would be an increase in traffic and congestion, anti-social behaviour, pollution, privacy loss, changing the very dynamics of our suburb from a family friendly orientated, leafy area with wildlife to one for the developer's greed.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
65	O	- I am concerned that there has been some underhand and back door agreements entered into concerning our area. - From what I gather, the Kardinya shopping centre is listed for and upgrade. - I have lived at this address for over 40 years and agree that the shopping centre is old and tired and I am in favour of having this centre brought into our modern world. - That said, what I find extremely offensive is the fact that tacked on to the upgrade of the Centre is a set of apartment blocks overlooking our neighbourhood. - This is not in the spirit of the aesthetics of our lovely quiet suburb. - The height of the apartments is offensive and there is no other hi rise of this nature in our area. - Whoever has given approval to build to this height is totally negligent and the decision is against our lifestyle. - The consultation process has been abysmal and continues to be abysmal. - As a resident in Mounsey Street, we have not been approached by the project developers and also Melville Council have been deathly silent on the proposals. - The consultation from the developers has been extremely poor. - We have received nil consultation from them. We are affected by this change and should have been consulted. - I believe even the decision to build apartments to 9 stories is questionable, shocking and should not proceed. - 3 stories maybe, but I smell a rat when I hear the 9 stories has been agreed upon and now we hear that the developers want to go to even higher (20 stories) - I hear now that there is a move for this high rise to overflow into our residential area by way of rezoning. - This is bullying and not in the interests of your long term and new residents. - How disgusting. - Traffic will become intolerable. - Our leafy suburb will disappear affecting our natural environment and cause a general heating of this area with the loss of tree canopy. - our back and front yard privacy will be compromised not to mention the eyesore we will have to endure. - The small back street of the shopping centre Brophy Street at current times can be a nightmare to get out on to Gilbertson rd and this proposal will only increase pressure and accidents will be the end result with impatient drivers wanting to enter/exit via this small street. - My Dad lived in Bicton for over 50 years and my in laws lived in Attadale for over 50 years. - Melville council would not approve high rise of this proposed nature in those suburbs, so I need and explanation	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. The submitter's property is within this area. Should modifications be proposed to the ACP it is expected that these modifications will also be further advertised before a final recommendation is forwarded to the WAPC.

		as to why our suburb is any different to theirs - No doubt you will agree that Clive Palmer needs to take stock of his present actions affecting Western Australians - Well, I consider the decisions to build high rise apartments and rezone our leafy suburb without consideration to us residents to run a close second to that which Palmer is doing.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
66	O	- As a resident of Kardinya for 40 years I strongly object to the re-zoning of our residential area - I object to the excessive height. - Consultation process has been extremely poor. - No increase in height of apartments at the shopping centre when 9 storeys has already been approved. - No increase in height of buildings in Kardinya residential area. - Serious concern over resulting increased traffic and parking on suburban streets. - Overlooking privacy issues. - Loss of tree canopy which will impact on shade, birdlife - Adverse changes to family-friendly and demographics of the suburb - Overcrowding	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. The submitter's property is within this area. Should modifications be proposed to the ACP it is expected that these modifications will also be further advertised before a final recommendation is forwarded to the WAPC. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
67	O	- Having reviewed the plan for Kardinya and Kardinya Park, I have objections. - Particularly with the rezoning of streets around Kardinya adjacent to the development of Kardinya Park. - There was no consultation by the developers with our local populace. The excessive height for building in the surrounding streets is unacceptable certainly in terms of habitat, flora and fauna destruction, and visual degradation of a leafy and family friendly suburb which many of us have enjoyed for decades. - I have concerns around traffic density and parking issues. - Concerns about privacy issues, being an owner with a till now secluded backyard and pool - Changes to our family friendly and quiet demographic with the high density impact of this plan - I am not adverse to the development of Kardinya park itself but would ask that the proposed height would not exceed 9 storeys.	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to

			consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
68	O	- I strongly object to the approval of apartment buildings of excessive height in the Kardinya area especially at the Kardinya shopping precinct. - Due to the rent issues causing shop closures in the complex I can foresee the owners pushing for apartments to replace the centre in the foreseeable future should the height restrictions be lifted.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
69	O	- We strongly object to the planned rezoning of Kardinya mainly due to the excessive height of apartments within the Kardinya residential area. No objection for apartments within the shopping centre. - Our concern of high density living with high rise apartments within the residential areas will result in increased traffic and related problems like parking etc. - Than there is the issue of privacy with high rise overlooking our premises. - We appreciate more consideration be taken for zoning high rise apartment within residential areas.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
70	O	- I do not agree with proposed rezoning in Kardinya to include 3-5 high rise apartments in residential areas. - I strongly object to the excessive height and visual look of the apartments The consultation process has been poor by the developers and I had not heard of the proposal until I received the yellow flyer. - The proposed height of the apartments at Kardinya park shopping centre must be no higher than 9 storey buildings with ample parking provided. - Buildings in Kardinya residential must be capped at 5 storey buildings with privacy issues being considered for residents who already own a property beside the proposed apartments Adequate parking must be made available for shopping centre clients and overcrowding of all areas avoided The loss of trees will impact on our shade birdlife and the look of the natural environment The above changes will impact on the demographics of the suburbs and safe family friendly environment that is unique to Kardinya. - However I agree there must be redevelopment of the shopping complex as it is shabby and in need of modernising	Noted. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. The submitter’s property is not within this area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
71	O	- I strongly object to the excessive heights that the developers are seeking for the Kardinya Activity Centre Plan. - There should be NO increase above the approved 9 storey buildings at the Shopping Centre. - There should be NO MORE than 3 storey buldings in the area immediately surrounding the Shopping Centre (Gilbertson Rd, South St, North Lake Rd). - I strongly object to any more than 2 storey buildings in the wider Kardinya residential area that surrounds the Kardinya Shopping Centre, including along Williamson Street, Kardinya. - I am concerned that by adding these heights, and therefore so many more residences, that traffic and parking, particularly along Gilbertson Road and Williamson Road will be congested and that the general family-friendly amenity of the area will be irreparably damaged. - I am concerned that by adding these heights, and therefore so many more residences, there will be a significant	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		loss of tree canopy which will impact on shade, birdlife and the natural environment which makes Kardinya such an attractive and pleasant place to live and to visit.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
72	O	- I moved to this location after my husband passed away, to be close to all facilities that Kardinya had to offer, Shops, Public Transport, Medical Services, beautiful Parks and a small block size, which I can manage on my own, all just perfect. - When checking with Melville council back then, I was assured there would be no rezoning in the future, other than the Kardinya Shopping Centre being upgraded. - Now I find it is all changing, I do not mind change, but High Rise Unit will just ruin this lovely neighbourhood Trees will disappear, to make way for these ugly buildings. So this means birdlife, and all the natural character will disappear etc. Etc. - I fear that the crime rate will also increase, especially if rented out. I have experienced this by owning a Self contained Unit myself. - The local traffic will increase, Gilbertson and Williamson Road already has "Hoons" screaming down them and not slowing down , scary as the Primary School and Day Care Centre are close by. - It saddens me to know it has come to this...	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
73	O	- Residents are unsure about the distinction between the shopping centre re-development and residential re-zoning. - Re-zoning heights of buildings is not in the interest of residents. (e.g. interference with solar panels). - We are already experiencing local delays in entering and leaving our quiet street (Ralston Road on to Gilbertson Road) despite our proximity to Buzacott oval, any further diminishing of green space is simply habitat extinction and in no-ones interest least of all the birds and wildlife. - The proposed re-zoning will dramatically alter the very nature of our suburb which has already been impacted with new garages being built with no link between the house (hiding behind the garage) and the street. We are in danger of becoming a lifeless street. - If the proposed re-development of the shopping centre delivers all that is promised, people will travel across suburbs to shop there.	Noted. The previous proposal was a development application was for the Kardinya Park Shopping Centre property only. This has been approved by JDAP. The current proposal is for an Activity Centre Plan for the district centre (which includes the Kardinya Park Shopping Centre property) and its surrounding catchment as per the requirements of SPP 4.2. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
74	O	- The Kardinya ACP document delivered to homes surrounding the Kardinya Shopping Centre is not the same document as the planning notification displayed at the shopping centre some months ago. - This document affects a much larger residential area than the original notice, suggests a wider application of R80 zoning and directly impacts the Morris Buzacott reserve. - The nature of our streets and the peace surrounding our homes would be destroyed by the years of building work initially and then forever by the extra traffic, population and building shadow. - It was understood that the shopping centre and immediate neighbours were to be renovated and the height extended on the centre itself. - This sleight of hand sends alarm bells, particularly because of the mis-information around the development at Canning Bridge. - We do not want that kind of ill conceived, residential density here. - Please don't approve the Proposed Kardinya District Centre Activity Centre Plan.	Noted. The previous proposal was a development application was for the Kardinya Park Shopping Centre property only. This has been approved by JDAP. The current proposal is for an Activity Centre Plan for the district centre (which includes the Kardinya Park Shopping Centre property) and its surrounding catchment as per the requirements of SPP 4.2.
75	O	I have previously lived in Kardinya with my family during the late 1960's and through the 1970's. It was a fantastic place to live as a child, quiet, North Lake nearby, pine forests, North Lake high school. I have recently returned to live in Kardinya and own my home with my family, opposite Morris Buzacott reserve. I'd like to air my concerns regarding rezoning applications for land in Kardinya. It involves rezoning of single home properties to include 3 to 5 storey apartments and even more concerning 15 to 20 storey apartment blocks. I believe any decision by council to approve such developments is contrary to what is best for existing ratepayers and residents. Concerns include: 1. Lack of parking for apartment owners, leading to street parking and overcrowding of surrounding streets; 2. Privacy issues for home owners living proximal to apartment blocks; 3. Loss of current family friendly amenity; 4. Increased traffic flows. -	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The submitter's property is not within the proposed ACP area. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

			The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
76	X	- I would like to oppose the planned rezoning of Kardinya surrounding the Kardinya Shopping Centre. - I live in the planned rezoned area and do not want to see my neighbourhood go above the permitted 2-storeys. - I also do not want to see high-rise apartments as part of the shopping centre activity centre plan. - The rezoing would mean higher density living, more traffic, fewer trees and negatively impact the family friendly nature of the city.	Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
77	S	- An excellent plan. - Timely thinking of the future, to accommodate the increasing demand of residential and commercial properties driven by the adjacent University, Hospital and proposed activity centre. - In my opinion the corresponding authority should think positively.	Noted.
78	S	- Supports the proposal. - As a local resident I strongly feel the necessity of such a plan. The demand of residence is increasing rapidly. - Particularly demand of small size accommodation, like apartments/units is ever increasing. - This plan will allow sustainable demand based shaping of the residential and semi-commercial properties.	Noted.
79	S	- I’m on board with the Activity Centre Plan and rezoning. The only issue I’m interested in is the parking situation for Ralston Road. - Myself and residents in the street are frustrated with the street being used as a carpark for Morris Buzacott Reserve, as well as drop-offs and pick-ups for sports training and events. - My property is the second last in the cul-de-sac, and the street is often full of cars parked as far down as Tate Place on weekends during sport events. At times they are parked on both sides of the street, and always on the verge of the vacant lot opposite number 23 and 25 which causes it to be constantly sandy along that part of the road. All the while, there is always ample parking within the reserve parking areas which are left unoccupied. It’s a frustration that residents have told me they have pretty much given up on because it too often sees what should be a quiet street by a park with little traffic, turned in to a busy hazardous one with continual coming and going of vehicles on sports training weeknights and event weekends. I brought this to the City’s attention a few years ago but it fell on deaf ears and nothing was done. - My query is, can there be a provision to not permit parking and drop-offs on Ralston Road for park usage at Morris Buzacott Reserve? For example, can it be sign-posted at the T-junction with Tate Place, as well as along the street and at the cul-de-sac, that parking and drop-offs for the park is not permitted and that the reserve’s carparks should be used instead, and can this be ‘policed’ with offenders fined until the problem ceases?	Noted. The submitters concerns have been forwarded to customer service to direct to the appropriate section of the City to respond to.
80	O	- I don’t support proposed ACP application for Kardinya, strongly objecting to its excessive height. - The proposed apartment’s height will impact our neighbourhood, with increased crowding, reducing trees, impacting wildlife and changing our suburb’s tranquil nature. - There would be an increase in traffic and congestion, anti-social behaviour, pollution, privacy loss, changing the very dynamics of our suburb from a family friendly orientated, leafy area with wildlife to one for the developer’s	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		greed.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
81	O	- I strongly oppose this ACP. - I currently live within this 400 meter radius and DO NOT want any rezoning of our area. I live in a cul-de-sac which is not ideal for a 5 storey building with traffic noise and vehicle emissions and people coming and going all times of the day and night. - I bought here for the quiet leafy suburb. Local residents strongly oppose this also. We have taken up a petition from locals and locals have put in individual submissions. Pro forma letter also included: - Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the council's proposal for this rezoning to include an Activity Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet suburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Noted SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
82	O	*My comments are in red. Headings and comments are in black are taken from the Kardinya ACP on the Melville City web site,* Table 1 – Activity Centre Plan Overview Item Data *These are confusing figures are they saying by 2050 there will be 629 dwellings or 1875 dwellings with a population of*	Noted.

		3,375. Density Targets and Retail Growth *Now it talks about a total of 200 dwellings will be developed – more confusion about numbers* Restrictive Covenants Within the ACP *What are these restrictive covenants? What are their ramifications?* Grouped Dwelling Parking Only one dedicated car parking bay is required for grouped dwelling environment *This is now coming to the sharp end of the argument about the ACP – Parking for residents and obvious increase in traffic volumes. Despite the assumptions that people in the future will not use vehicles as much and that ride sharing and public transport will solve the problem of congestion, this will not happen. Fremantle is a classic case of poor parking facilities and consequently poor use of their retail area.* Vehicle Access No vehicle access shall be supported onto South Street. *What does this mean?* *Why is it that the developer/owner of the Core is seeking re zoning of the Frame area and extended residential area when they have limited redevelopment opportunities? Are they going to develop the site or what and when? Will they try to use the rezoning as a lever to complete or even start the Core. No rezoning – No Core development.* 1. Executive Summary It is intended that increased residential densities within the surrounding area to the Kardinya Park Shopping centre will further contribute to the walkable catchment of this centre and increase the patronage and viability of public transport infrastructure, thereby reducing car reliance and enhancing the vitality of local businesses *Rubbish statement no one will walk with shopping bags full of groceries in even fine weather never mind winter rains and our hot summers. There is a problem with certain members of the community using Coles or K-Mart trolleys and leaving them scattered around the place. Just this morning I photographed 2 abandoned trolleys adjacent to the Kardinya Primary School on Ochiltree Way (29/8/20).* *Online shopping and home deliveries have seen a massive increase these past few years an even without the Covid 19 pandemic. That is why the major retailers are abandoning these centres.* Community and Stakeholder Engagement Release of a community online survey capturing the thoughts of 46 people. *Was this survey of 46 people done for the original redevelopment of the Core and not this latest rezoning application? Shows a clear lack of enthusiasm.* *26% of 46 = 12 people* *8% of 46 = 4 people* *12% of 46 = 6 people* SWOT Analysis Strengths *With all these strengths why the push for rezoning when most of the residents do not want High rise and medium density housing. The existing blocks could be, and a lot have already been subdivided* Weaknesses •. *The Core Centre plans have been passed so weaknesses have been addressed* Opportunities • *Not true that property values will increase. We do not need student housing here. Elderly certainly do not want high rise.* Threats • *Kardinya Activity Centre has not been identified as a 'strategic development area'.* City of Melville – Local Planning Scheme No.6 "To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality;" *This planned rezoning will without doubt be detrimental due to huge increase in people living in high rise and medium density housing and the attendant huge increase in traffic and parking demands.*	Noted- the ACP documentation as submitted contains a number of different figures which are attributed to the same outcomes. The ACP references existing restrictive covenants related only to properties within the "Centre" zoned portion of the proposed ACP. The ACP does not have any jurisdiction over these existing restrictive covenants. It does not promote or propose any new or additional covenants. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. South Street is a "Primary Regional Road" in the Metropolitan Region Scheme and as such is under the control of Main Roads WA (MRWA), not the City. MRWA does not support additional vehicle access/development that generates additional access unto a Primary Regional Road. This refers to "engagement" undertaken by the proponents, not the City. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable

		Traffic loads and parking are a serious problem now. Public transport will not solve this ever-expanding problem Access 1 *Does this mean 4 lanes i.e. 2 for service vehicles in and out and 2 for centre customers vehicles in and out?* Access 2 *The right turn off North Lake Road would require a long right turn slip road to avoid blocking the outer lane off North Lake road heading north towards Leach Highway* Access 3 *See previous comment* Access 4 *So now this access point 4 will be close to access point 5. This will cause congestion and confusion for vehicles exiting left only to find vehicles trying to enter and exit Access 5. A recipe for disaster.* Access 5 *Access 5 is the Main St access from South Street and is a serious traffic hazard as vehicles trying to enter from South St from the east are trying to cross the 3 lanes of traffic that are heading east down South St towards the Freeway.* *In addition, it is almost impossible for vehicles trying to turn right out of Main Street onto South Street heading to Fremantle having also to cross 3 lanes of traffic and contend with vehicles trying to enter Main street as previously explained above.* Access 6 Left in from South Street and right out onto South Street. *This again is a dangerous exit/entry as it is small and close to the Gilbertson Road traffic lights.* Access 7 Two-way vehicle movement currently permitted. *As in access 6 the entry is small and close to the Gilbertson Road/South Street traffic lights and dangerous.* Access 8 Two-way access road that provides direct connection to the 'main street' *The Brophy Street access/ exit is already a problem in that vehicles exiting right often block vehicles wanting to turn left onto Gilbertson Road. It has been stated that if the exit at 5 on Main Street becomes congested then vehicles will find an alternative rout out. This route will be via Brophy Street as is the case now. Even more congestion.* 2. Demographic Profile Table 9: Method of Travel to Work – Notes: All statistics are sourced from .ID Community. COM means City of Melville. *68% of work travelling done by car and this will not change substantially. In fact, the volume of vehicles will increase if this rezoning goes ahead.* 5.6 Parking *I personally had to contact the Melville rangers to ask for an infringement notice to be issued to a vehicle illegally parked on my verge at 1 Thomas Way. The verge is now a dust bowl after various vehicles using it as a parking spot. With the increase in subdivisions on Gilbertson Road there has been an increase verge parking which has been very noticeable in the past 12 months.* *The proposed rezoning will undoubtably put an unacceptable strain on parking availability and to suggest paying for parking to encourage public transport use is ludicrous. We shall end up with much fewer people using Kardinya than now if we cannot park conveniently. As is the case with Fremantle.* 5.7 Traffic Analysis Table 14: Intersection Performance Summary Intersection Summary of key Findings and Results Suggested Modifications and ACP Response North Lake Road / Access 1 • Overall the intersection performs at a high standard. • Minor delay for the right turn out movement on the existing intersection layout, results in only minor queuing and no impact on the broader network. • However due to the signalised intersection at South Street/North Lake Road, it is expected to perform better than modelled. The TIA	catchment area be included within the ACP. Where an ACP is prepared by a private landowner and submitted to the City, the City is required under the regulations to advertise the proposed ACP, undertake an assessment of the ACP against the planning framework and make a recommendation to the WAPC which makes the ultimate determination of the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		suggests no changes to be made. South Street and North Lake Road "The analysis demonstrates there is some deterioration of this intersection during peak periods for the 2031 scenario and the ultimate development scenario". *This is a quote.* Therefore, providing density will assist in greater use of public transport demand which will result in a marginal impact on the intersection performance. *Trying to force people onto public transport because of the increase in density of traffic density.* The TIA suggests no changes to be made. South Street / 'Main Street' • *Have already covered these Access points earlier.* "The analysis concludes that the 2031 scenario and the ultimate development projection results in an unsatisfactory performance for this intersection". However, given the substantial changes proposed within the redevelopment plans of Kardinya Park, traffic disruption will be more evenly spread between the 8 access points. *Nonsense, for reasons given earlier.* Therefore, during 'peak periods' customers will have other means to access the Centre. The TIA suggests no changes to be made. South Street / Gilbertson Road • The analysis concludes that the intersection performance may deteriorate due to the increase in regional traffic. *What other means?* Gilbertson Road will require potential road widening. Part 1 of the ACP has developed provisions for the lots that are affected by this potential land take to compensate landowners affected by this. • Modified signal phasing has also been suggested to be investigated to further improve the performance of this intersection moving towards 2031 and the ultimate development scenario. *This an absolute must to clear traffic from Gilbertson Road to South Street.* Gilbertson Road / Brophy Street Intersection is expected to perform satisfactorily. *This has been covered before and will be a nightmare as more vehicles will use this exit because of congestion at Main Street and South Street as they do now.* The TIA suggests no changes to be made. Gilbertson Road / Williamson Road Intersection is expected to perform satisfactorily. *Turning right onto Gilbertson from Williamson is problematical now as vehicles use Williamson as a short cut from Prescott Drive to cut out the traffic lights at South Street and Gilbertson.* The TIA suggests no changes to be made. South Street / Petterson Avenue *This crossing 3 lanes of South Street to go east to the shopping centre is fraught with danger as South Street is a 70kmh road.* Table 20: Total Additional Dwellings Year Projected Additional Dwellings 2020-2025 312 2025-2030 624 2030-2035 936 2035-2040 1,248 2040-2045 1,560 2045-2050 1,875 *What is the projected breakdown of these dwellings as far as 1 bed, 2bed etc. How many people?* *The requirement for parking in the residential areas are 0.75 bays for 1 bed. 1 parking bay for 2 bed. Whatever the figure there will be a huge demand for parking spaces.* Aldi Carpark (Adjacent to Tavern) Whilst car parking is essential to the current operation of the Centre, as the density increases and the Centre evolves it is envisioned that the demand for car parking bays will eventually reduce, and furthermore, can be designed in a more effective manner to be sleeved by building facades.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		This is wishful thinking, the demand for parking will increase not decrease. Appendix A Cardno 2.3 Transport Mode Share 2.3.1 Employees The existing transport mode share pattern according to the Australian Bureau of Statistics for retail workers in the City of Melville is shown in Figure 2-3. These employees make up the majority of the current and future demand for journey to work in the Kardinya ACSP. Based on this census data, *Approximately 84% of retail employees that attended work required on-site parking, and only 8% travelled by public transport.* *This says it all.* 7.7 Impact of Future Volumes using Existing intersection Geometry For the purpose of this locations assessed included the following signalised intersection: South Street / North Lake Road *South Street / Main Street (Kardinya Shopping Centre)* South Street / Gilbertson Road *Gilbertson Road / Brophy Street* *Gilbertson Road / Williamson Road* *The intersections in red are not signalised as stated here.* 8.1 Service / Delivery Freight and deliveries destined for the Activity Centre can take advantage of the high-capacity regional road network within the area, including South Street, North Lake Road, Leach Highway and Kwinana Freeway. Commercial and retail deliveries are expected to be serviced by on-site loading docks or loading bays to limit the impact on boundary roads and conflicts between heavy vehicles and vulnerable road users. 8.2 Regional Road Freight Kardinya Activity Centre's location along South Street, as well as its proximity to the O'Connor industrial area is likely to result in a high frequency of bypass freight trips. Long-term investigation of an alternative freight route to assist in improving road conditions in the vicinity, while reducing the intrinsic risks associated with operating in a mixed-traffic environment. *The Brophy Street access to Aldi is used by the commercial vehicles including Gilbertson Road.* *Access 1 as mentioned previously will need a 4-lane access off North Lake Road* 9 Conclusions . Parking demand has been chosen as the focus for mode shift. Parking provision for both residential and commercial within the Activity Centre is proposed to be restricted to a maximum rate determined for general land uses, and partly offset through public provision. *Paid parking?* SIDRA analysis results show that the following intersections may perform unsatisfactorily upon the ultimate buildout of the Activity Centre: South Street / Main Street Intersection South Street / Gilbertson Road Intersection However, this is mainly due to the growth of regional traffic carried along South Street. South Street / Gilbertson Road intersection could be improved by upgrading the intersection layout and signal phasing. For South Street / Main Street intersection, signalisation in the future could be a solution to overcome the limited right out movement. However, this is not considered to be critical, as the traffic will choose to exit from another crossover if there's any significant queueing at the South Street / Main Street intersection. *The Brophy Street exit onto Gilbertson Road will be used as is now, with further congestion.* Higher residential density which represents a higher number of public transport patrons will trigger the requirement for better public transport facilities, providing the impetus to accelerate the planning of the high capacity public transport (BRT/LRT) route connecting Kardinya Centre with Murdoch Station. The proposal within the ACSP will increase the residential density, which will then activate the need for this BRT/LRT. This proposal is expected to shift majority of the private vehicle traffic to public transport, which will result in major transport mode shift. *My final comments:*	

		Australians love their cars and this idea that they will use public transport in any significant way is a dream. Just look at the Freeway into the city from Joondalup in the north and Mandurah in the south and how many vehicles have one person in them. *The massive increase in online shopping for food and other items with the convenience of having all your goods deliver to your doorstep has caused the major retailers rethink their shopping centre strategies.* *If shopping centres do not provide good parking and access to and from their centres, then the public will not use them. No one will be walking or using public transport with the weekly shopping especially with children in tow.* *The plans for the rezoning of Kardinya if passed will present one enormous white elephant with atrocious access and exits with major congestion on the streets. Parking for residents will be a nightmare causing increase in social tensions.* *The rezoning plan if it goes ahead will destroy Kardinya, with plans for up to storeys 20 storeys in the "Frame" and up to 5 storeys in the residential areas.* *This not a plan for the benefit of the residents but only a plan to secure a better return on capital for a few.*	

			Noted.
83	S	- I am pleased the proposed rezoning area extends to the Kardinya sporting grounds. - Pedestrian footpaths would be welcome in Hutchings Way, due to the proximity to the ovals. - Traffic management in/out of the activity zone must be carefully managed, particularly the residential streets (e.g. Gilbertson Rd). - The stalled Garden city redevelopment has been very disappointing & there are no similar facilities nearby. I hope that this will result in an inviting and attractive space for families to enjoy.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
84	O	- We wish to advise that we are not supporting the rezoning in Kardinya in the Activity Centre Plan for the Kardinya District Centre. - We attended the viewing at the Kardinya Shopping Centre and we do understand that you as a council cannot guarantee any building approvals due to the Western Australian structure of approvals, but we do feel that the proposal that you are planning for the area gives the powers that be, more room to approve changes that could be bad for the area and us as residents little to no say in the changes to our area. - Please revise your density expectations to this area as we are concerned about cars in the area creating more traffic and parking of the cars. It is not just the resident increase to the area but it is the visitors to the residents that will increase traffic and parking to the area. It is all very well to increase density in areas but we also need to look at the impact that will bring to the climate. - I do hope that the Kardinya Park Shopping development remains under the current height restriction and it does not go back to the height that they originally applied for. Also, that the council increases our trees and shrubs in the area to accommodate all the bird life and help our climate. - Yes we do understand that our property does fall in the Activity Centre Plan for the Kardinya District Centre but the zoning has not changed on our property as the proposed height remains two stories for our property.	Noted. The proposed ACP has not been prepared by the City but by a private landowner. The City has a statutory obligation to consider all ACP applications. The decision maker is the Western Australian Planning Commission. The City will provide a report to the WAPC recommending a decision the City considers is appropriate report making a recommendation. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights.
85	O	- The proposed demarcation line stops at rear of our house, on houses along the Dalston Cr. - These houses will rezone to R40 whilst ours remains at R25. We find this will devalue our home as density and heights at rear homes increase. There will potentially be nine units at the rear with double storey overlooking into our home as such that our home's privacy encroachment is compromised. - The use of Loris Way as the demarcation line would be better to mitigate unpleasant privacy to adjoining lots.	Noted. The ACP as submitted proposes the ACP boundary along streets in some locations and along property boundaries in other locations. A consistent approach is appropriate and this will be considered as part of assessment of the proposed ACP.
86	O	- Height limits are excessive, shopping centres in surrounding area are not this height or the Murdoch and Fiona Stanley Hospitals or the student units for Murdoch university. - This not the Central Business District. Changing the zoning ratings this will turn area into a glass and cement slum area with lots same box like buildings. - Williamson road will become a greater rat run with more people trying to avoid the traffic lights when taking children to school and sports fields.	The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

			A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
87	O	**THE PROPOSED REDEVELOPMENT OF THE KARDINYA SHOPPING PRECINCT TO A DISTRICT ACTIVITY CENTRE THAT IS NOT LIMITED TO ALL DWELLINGS/PROPERTIES WITHIN A 400M RADIUS OF THE PROPOSED CENTRE BUT INCLUDES FUTURE LAND USES, BUILT FORM, BUILDING HEIGHT AND RESIDENTIAL DENSITY WITHIN THE ACP AREA.** 1. The proposed changes to the building height will critically impact our sunlight and privacy and hence our quality life and property value. 2. Amenity for residents, in their homes, includes a right to sunlight (especially in winter), security, and protection of views and privacy from being overlooked. 3. Our home and other similar homes in the area will all lose sunlight to our solar panels, gardens, outdoor entertainment and play areas, and outdoor drying areas. 4. Any balconies on multi storey dwellings will overlook 100% of the private open space of our backyard, back bedrooms and family rooms. 5. With sunlight and our privacy gone and the fact that we are unlikely to ever have views this change to zoning will have lost all of the big three. 6. Solar panels are important for the climate but also for many residents as a means of reducing their power costs. 7. With any increase in concentrated population, due to housing density, invariably traffic congestion is a given. All new developments must have off street parking as an inadequate number of parking bays invariable lead to street parking which lead to more traffic issues. 8. Lack of parking is already a major issue now in the area we live. 9. High rise buildings also create large shadows, wind tunnels and poor street environment, which in turn make activities such as jogging, cycling or walking much less enjoyable creating less amenity, life and activity. 10. The lack of public open spaces leads to a poorer quality of life for all residents.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Future built form design will be subject to compliance with the planning framework including the Residential Design Codes , other state design policy, the local planning scheme, the City local planning framework and any design related matters identified in the final ACP as ultimately determined by the WAPC. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
88	O	I write to strongly object to the proposed rezoning of the Kardinya Activity Centre, on the following basis: - Consultation process by the developers has been inadequate and misleading. The majority of affected residents have been unaware of the excessive height and density of multi storey buildings proposed under the plan. No three to five storey buildings should be permitted. - Clearly there would be a massive increase in traffic and parking issues in quiet suburban streets. These areas were never designed for this burden. The approval for the nine storey apartment building and shopping centre expansion already signifies an undesirable increase in traffic in surrounding areas. Thousands more vehicles will be congesting narrow, suburban streets. - Loss of tree canopy and bird life with excessive density will be detrimental to the entire area. This is obviously at odds with Council's purported ethos of "making sure our community is adapted to the effects of climate change". - Current zoning already allows for substantial infill. Rezoning would subject existing residential homes to privacy and overcrowding problems. In these challenging times of dealing with COVID 19, this is clearly not the way forward. We do not want "upright cruise ships" in our suburb. Please do not allow developers to increase the already approved nine storey apartment block to fifteen to twenty storeys through rezoning. - The proposed rezoning does NOT suit the family friendly, peaceful suburb. Without placing too emotive a slant on the issue, I purchased in the area because I have always lived in the City of Melville, and this pocket of Kardinya represented safety and tranquillity. I now feel threatened and unsettled, and certainly do not relish the prospect of becoming landlocked by increased density and heights. One only has to look at the massive congestion of bottlenecked traffic around Cockburn Central to glimpse into our future should this rezoning be approved. - The proposed rezoning would be adversely detrimental to current residents. I strongly urge Council to demonstrate that it is not dictated to by moneyed developers, but listens to the voting ratepayer. Please reject Othe proposed rezoning.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights.

			The proposed ACP has not been prepared by the City but by a private landowner. The City has a statutory obligation to consider all ACP applications. The decision maker is the Western Australian Planning Commission. The City will provide a report to the WAPC recommending a decision the City considers is appropriate report making a recommendation.
89	O	- This is a residential suburb. The area outside the shopping centre precinct should remain as maximum R25. - The traffic flow and bus noise is bad and would be horrendous if this went ahead. - This country is a democracy and the people's voice should be heard.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. SPP 4.2 also identifies a dwelling target for the ACP area and ultimate densities should support this target. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
90	O	I strongly object to the above proposal in respect of the following: - The proposed height of the buildings (15 – 20 storey apartments) is far too excessive and very much incompatible with what the area has and should represent. - It is clearly a family residential area; the introduction of such high rise apartments will lead to non-family orientated living, single "student like" accommodation which unfortunately, though providing perhaps much needed accommodation, can only lead to a diminishing of valuation of the area and very much affecting those of us who purchased into a well-kept, respectable family orientated environment. - It is unfortunate, but high rise apartments have shown to be a source of concern in many areas.	The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Noted.
91	O	- It seems thoroughly bizarre that in order to bolster the viability of ONE (1) person's investment, the City of Melville would lend any support to destroying the amenity of nearly an entire suburb to do so. - Try and see this for exactly what it is. Nobody in the areas has been seeking this; it is all about the bank balance of one single person. Knock it on the head now.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. The decision maker is the Western Australian Planning Commission. The City will provide a report to the WAPC recommending a decision the City considers is appropriate report making a recommendation.
92	O	This submission opposes the proposed rezoning for the Kardinya District Centre in the strongest possible terms. As a resident of Kardinya who lives within the area proposed for rezoning, I have several serious concerns regarding the adverse impacts of the proposed ACP on the Kardinya community which are documented in this email. To begin with, Kardinya is one of the last suburbs where developers left remnant trees from the original forest, including a stand of a dozen old growth jarrah in our back yard and a smaller stand of7 jarrah in my neighbour's front yard. These are regularly visited by both red and white tail cockatoos for foraging, as well as the remnant area of forest in front of Kardinya primary school and the pines surrounding Morris Buzacott Oval and Alan Edward Reserve. I have lived in Kardinya for several decades and raised my family in this suburb. They now also live in the area with their own families. Kardinya is a model community of quiet cul-de-sacs, with substantial areas of public green space and an exceptional tree canopy, which the neighbouring suburb of Winthrop has yet to match. Remarkably, Kardinya has managed to retain this character despite a great deal of in-fill subdivision and a relatively large number of duplex and unit developments pleasantly adapted to the area without disrupting its 'community' atmosphere .This cannot be said of the proposed ACP development which is clearly aimed at promoting property speculation on the fallacious grounds that the suburb lacks housing diversity and has insufficient density levels. I am strongly opposed to the height of apartments proposed (including buildings above the 9 storeys already unfortunately approved at the Kardinya Shopping Centre Development site, and 3-5 storeys in the surrounding residential areas) which aim to increase density in the suburb to unreasonable levels outside the CBD. It is completely inappropriate to build high-density apartments above 3 storeys in any suburb, no less one that is as well established as Kardinya and already accommodating reasonable density increases without the blight of inappropriate high-rise complexes.	Noted. Noted.

		The rezoning proposal would result in: 1. adverse changes to the safe, family--oriented character of the neighbourhood; 2. significant traffic congestion and parking issues on the small suburban streets. This would be particularly dangerous given the close proximity of the Kardinya primary school, childcare and aged care facilities; 3. overcrowding of the suburb and public green space areas; and 4. a loss of tree canopy, adversely impacting on the natural environment. It is important to note that Kardinya was not identified as a high-density area in either the City of Melville's Local Planning Strategy or the Murdoch Specialised Activity Centre Structure Plan; in this latter document our suburb is envisaged to be a low-rise neighbourhood. The proposed ACP was developed by the Kardinya Shopping Centre developers, and their application acknowledges that a key motivation for such high density is to increase the potential retail catchment for their shopping centre development. It is absolutely critical that the future of our suburb is not determined by developers whose vested interests are not those of the community. It should be the community, through broad consultation with the City of Melville that has responsibility for determining the future of our neighbourhoods. It is evident from discussion with my neighbours and other residents who live within or adjacent to the area proposed for rezoning, that there is a strong level of community opposition to the proposed ACP. The Kardinya residential community is also concerned at the manner in which 'consultation' was conducted in regards to the proposed ACP development. The consultation process has been entirely inadequate. Many of our neighbours were unaware of the proposed rezoning or confused it with the recently proposed and approved Kardinya shopping centre development. Although I live in the area proposed for rezoning, I did not receive any notification from the developers about their rezoning application and only heard of the scheduled information session from a shopkeeper. The Melville City Council letter was a generic circular which gave little concrete information. Because it was addressed 'To the Resident', it was 'treated as junk mail by several neighbours. Melville prides itself for focussing on community well-being. However, the proposed development will adversely impact on the well-being of Kardinya residents, who choose to live here because of its community atmosphere. It is critical that the City of Melville supports the community of Kardinya and strongly advises the Western Australian Planning Commission that the proposed ACP should not be approved in any form.	The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. The City correspondence included a plan indicating the extent of the proposed ACP, briefly outlined its implications, identified several mechanisms to find out more detail, provided a link to the ACP documentation, encouraged lodgment of a submission and provided several alternative mechanisms to do so. The City's correspondence was also forwarded in a City envelope with the logo clearly visible on the front. If recipients choose not to view official

			correspondence from the City, that is beyond the control of the City.
93	S	- I am fully supportive of the proposal. I believe that it will reinvigorate the area, particularly will improve upon the current shopping experience. - I believe that it will bring additional shoppers, improve the amenity of the surrounds (particularly the current poor footpaths), and improve the land value in the surrounds	Noted.
94	O	Object to the increase in height for the Kardinya Shopping Centre redevelopment. It is our opinion that increasing the height above the existing approved 9 storey height will lead to; - Overlooking issues that our friends, who own a house and live very close to the redevelopment, are very concerned about. They are very concerned about their privacy, should the building height increase to 15 to 20 stories. - They are also very concerned, as we are, about the effects of the increased traffic that will eventuate should such an increase in traffic to the local streets cause additional parking issues around their home. - It is likely that parking requirements may increase to levels, where special parking permits will be required for visitors to the area. - There are many instances and regular occurrences, that when additional parking is required to service additional traffic generated from larger developments, which cause higher traffic intensities and parking issues for residents local to the development.	Noted. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
95	O	- I am informed that the developers of the Kardinya Shopping Centre are now requesting rezoning of parts of Kardinya. - Let it be known that I am **strongly** opposed to any rezoning. My understanding is that part of the Kardinya S.C has been approved for 9 stories but are now requesting this be amended to 15 – 20 Stories. - In addition they want to rezone surrounding properties to allow an increase from between 3 to 5 stories. This is insane. I built my home 44 years ago and love this area with its leafy trees, quiet roads and low crime rate. I see all these qualities being negatively impacted. - Traffic will become a nightmare and the friendly family atmosphere we enjoy will disappear and property values will plunge. - I am appealing to your common sense and reject this outrageous proposal.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The decision maker is the Western Australian Planning Commission. The City will provide a report to the WAPC recommending a decision the City considers is appropriate report making a recommendation.
96	O	- I strongly object to the rezoning of Kardinya. - I believe that we were not keep informed by the developer. - Our area will have a lot more traffic & that is not a good thing for the area. - Lastly the whole demographics of the area will change which would be very sad	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
97	O	- This email is to state I strongly object to the excessive height proposed in the new re zoning of Kardinya to allow 3-5 storey apartments.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
98	O	- I object most strongly to the proposed development outlined in the Activity Centre Plan (ACP) for the Kardinya Shopping Centre and surrounds. - Firstly, I believe there has been an extremely poor consultation process by the developers with most information	Noted.

		about the plan coming from the Council and concerned residents. - Secondly, the proposed height for both the apartments on the shopping centre development and surrounding residential areas is excessive in the extreme. I was not even aware of the approved height of (nine) 9 storeys on the shopping centre site, and that is too high. As for 3-5 storey buildings in suburban streets, that is sheer lunacy. Build them in areas already ruined by excessive height limits. Maintain the two-storey maximum please. - A lack of parking and access points for vehicular traffic would impact on residents and local traffic resulting in congestion, frustration and accidents. There are quite a few elderly drivers in the area who don't appear to be confident or competent drivers, so the increased traffic and congestion will aggravate the situation. - The proposed development with increased height limits at the shopping centre and in the surrounding area will result in overlooking and privacy issues, as well as creating shadows on existing residences. This will result in a reduction in property values as well as annoyance and frustration. - The proposed development will result in a loss of tree canopy and general greening, which will impact of summer shade, birdlife and the existing natural environment which has already been depleted with infill developments. - This proposal if approved will cause adverse changes to the current family-friendly character of the suburb and possibly have a deleterious impact on the demographics of Kardinya, which has a great mix of family groups. - If the proposed development is approved and proceeds, there will be a far larger population in a compact area which will cause overcrowding. This is the last thing we need in times of pandemics which will surely become more frequent and possibly more deadly due to the increased mobility of the world population and the shrinking of green space. Open space is now more important than ever. Thank God for backyards! - Please, please do not approve this development and ACP.	Noted. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted. Noted. Noted. Noted.
99	O	- We wish to state our concern over the proposed alterations to the rezoning in the areas surrounding the Kardinya Park Shopping Centre redevelopment. - We object strongly to any building heights being increased to over 2 storeys as it is a residential area and we have a problem with privacy from overlooking buildings.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
100	O	- I am writing to state my objection to the rezoning of Kardinya to allow high rise apartments. - I feel that increasing the height of buildings in the residential area (3-5 story) and Kardinya Park shopping centre (>9 story) would be excessive. - It could contribute to worsened traffic (which is already problematic at some of the busier junctions [south street x Gibertson drive for example]). - It may damage our suburbs beautiful canopies and bird life (this is my favourite part of this suburb after living in many different Perth suburbs). - Finally it may contribute to greater overcrowding, a changing demographic of the suburb, and potentially result in increased crime rates.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
101	O	- I strongly object to any proposed rezoning of Kardinya for any high rise residential buildings. - The developers tried sneaking this thru by a poor consultation process; perhaps because they know that a majority of residents would oppose it. - I don't want any increase to the 9 story apartment already set to go ahead at the shopping centre. - I certainly don't want a three or five story apartment next to where I currently live.	Noted. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. As the submitters property is outside the proposed ACP area there is no

			change proposed to either density or height affecting either the submitters or neighbouring properties.
102	O	There are several aspects that I will comment on: - Excessive height of buildings will cause issues for neighbours. - I have not heard anything about these plans. When did the developer or the council advertise the proposed plans and allow time for discussions. - Kardinya shopping centre is a great venue to shop, do not make it unfriendly by placing too many people there. Keep the apartment building to 9 storeys or less. - In the residential areas do not destroy the ambience of this beautiful suburb by having building over 3 stories height in the residential areas. - We need more trees not less. Please ensure there are more opportunities to build on the tree canopy not less. - Back in 2003, I chose to live in Kardinya because of the great family friendly character of the suburb and demographics of the street I live in which continues to thrive.	Noted. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
103	O	Once again I am writing to you as a long term resident of Kardinya expressing my concern for and objection to the proposed application by developers of the Kardinya Shopping Centre to rezone parts of our suburb, which would also, in turn, allow for an increase in the number of storeys for the apartments previously approved for that Centre. - There appears to have been very little or poor consultation by the developers in this entire process. - The majority of residents of Kardinya were utterly disappointed and shattered that the original proposed redevelopment of the Kardinya Shopping Centre was approved some months ago and it would seem that the Melville Council needs to do as much as it can to protect the homes, environment and lifestyle of our suburb. - Having lived here for over forty years we have seen many changes to our surrounding environment with most notably the dramatic increase in traffic and subsequent effect it has had on our day to day living. - I most strongly object to the rezoning and the excessive height of dwellings and apartments which it would lead to. - We live in a pleasant residential area, one that should not be subjected to increased building heights of up to 5 storeys, if rezoned as proposed, bringing privacy issues to many of the one or two storey homes. - There are many trees and street canopies in our suburb which provide shade to all and are excellent corridors for our local birdlife as they move around and provide great joy to many locals, including myself. This would be dramatically impacted if houses and gardens were removed and replaced by “high-rise”. - As mentioned previously the increased traffic and subsequent parking issues it would bring are a grave concern and a strong basis for objection. The additional cars accessing any proposed high density areas would only add to the already existing high volume of traffic in our suburb (and more to come with the approved apartments at shopping centre). - Already there is a major problem with the massive amount of traffic driving through part of Kardinya along South Street as well as on North Lake Road. Even with the current shopping centre it is becoming more difficult to enter the car park or exit same due to the extreme volume of traffic driving along South Street. - The traffic lights at Gilbertson Road and South Street are already congested with people using the back exit (Brophy Street) from the shopping Centre rather than deal with merging into traffic at South Street. - There is also a high amount of traffic at this corner with the school traffic which would only multiply if rezoning allowed for increased density in the area of Kardinya, whether it is in the residential area or the shopping development apartments. - Certainly would lead to overcrowding of our suburb. - Living south of South Street we already have issues in exiting into South Street at the lights and this would multiply greatly if the area south of South Street to Pinewood Avenue was rezoned to higher density. - Difficult with the apartments as they are currently.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		In summary I would kindly ask you to consider our family friendly suburb as it is and keeping it that way, taking into account the **impact** it is already going to **suffer** with the currently approved development of the shopping centre and the apartments capped at nine storeys.	
104	O	I would like to formally and overwhelming object to the proposed application by the developers of the Kardinya Shopping Centre to rezone parts of Kardinya which would affect large areas of our suburb. - This would lead to even further congestion to our roads, area and lifestyle. - Moving around South Street and Gilbertson Road is already difficult and a nightmare at times. - The volume of cars travelling through, around and in our suburb has increased dramatically in recent years and to rezone and bring more people into the area, with multiple dwellings, would create overcrowding as well as the much higher volumes of traffic. - It would also adversely change the nature and character of our suburb as well as destroy some of our natural environment with the loss of trees and gardens as well as our birdlife with street canopies and corridors being reduced. - There should not be any increase in the height of the Kardinya residential area as proposed, nor with the apartments of the approved shopping centre redevelopment as this would certainly contribute to a loss of a more family friendly suburb.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights.
105	O	We are writing to you regarding the Kardinya ACP. We do have some concerns with the rezoning and developments of high rise in the area. - Increasing height of buildings and density of suburbs will increase traffic flow and affect safety issues. - It will have some adverse changes to family -friendly character of Kardinya, loss of tree canopy will affect shade, birdlife and increase temperature. - Kardinya is a beautiful suburb and most residents do not want high rise in residential areas. Pro forma letter also included: - Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the council's proposal for this rezoning to include an Activity Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet suburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life	Noted. Noted. Noted. Noted. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Noted

		- Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
106	O	We are writing to you regarding the Kardinya ACP. We do have some concerns with the rezoning and developments of high rise in the area. - Increasing height of buildings and density of suburbs will increase traffic flow and affect safety issues. - It will have some adverse changes to family -friendly character of Kardinya, loss of tree canopy will affect shade, birdlife and increase temperature. - Kardinya is a beautiful suburb and most residents do not want high rise in residential areas.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted. Noted.
107	O	We are writing to you regarding the Kardinya ACP. We do have some concerns with the rezoning and developments of high rise in the area. - Increasing height of buildings and density of suburbs will increase traffic flow and affect safety issues. - It will have some adverse changes to family -friendly character of Kardinya, loss of tree canopy will affect shade, birdlife and increase temperature. - Kardinya is a beautiful suburb and most residents do not want high rise in residential areas.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted. Noted.
108	O	I wish to inform you of my strong objection to any increase or additional height development in the Kardinya area. I am aware that development for 9 storeys has already been approved at the Kardinya Park shopping centre precinct but that should be the limit of the height for that specific area. I am opposed to any & all developers seeking approval for additional rezoning to allow for other high rise apartments in the Kardinya area, particularly as I am led to believe a 15-20 story application. That is plain ridiculous for a residential area that offers no river/water views. The Canning Highway Applecross development area has become an eyesore but at least you can understand the desire for river/water views. The only views high rise in Kardinya will be of other local resident's houses and yards thereby encroaching on current residents privacy. My concerns & objections as a resident are: 1. I am strongly opposed to additional height in the Kardinya area 2. If not for the Save Kardinya letter to my mailbox I would have not known of the current developer's plans nor the consultation process, which speaks volumes of the lack of transparency on the developers part. 3. The Kardinya Park shopping centre should be no greater than the approved 9 storeys. 4. There should be no further development of height buildings in the Kardinya area. 5. Stop the increase of traffic in the area by denying the height developments.	Noted. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days.

			The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
109	O	- I am not happy about the rezoning of residential homes into a concrete jungle - the suburb is quiet and safe for children and the elderly - why change the zoning, people are benefiting from splitting their blocks which in the age of making Kardinya a more densely populated area with out having high rise and crowded and noisy traffic around our streets - OK shopping centre needs up grading but does not need to overshadow our residential area by putting up apartments 15 -20 storeys high and definitely does not warrant having 3-5 storey buildings dotted through the area dwarfing the residential area. - I AM STONGLY AGAINST THE REZONING OF OUR RESIDENTIAL AREA	Noted. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
110	O	I am a ratepayer in the City of Melville and reside in Kardinya. It has recently come to my attention the there are plans afoot to rezone parts of Kardinya to allow for the construction of apartments with heights of 3 – 5 storeys. I wish to **strongly object** to any such rezoning. My reasons for objecting are as follows: - LACK OF CONSULTATION - There has been little or no consultation with ratepayers in this regard. - TRAFFIC - The traffic situation is already a concern in Kardinya. When I recollect that a similar lack of City of Melville consultation took place when the Kardinya Heights proposal was “rushed” through and the resulting (much concerning) increase in traffic that this has created in my street (Anglesey Drive). - VIEWS AND OVERLOOKING – I purchased this property specifically because of the views it provided and because we did not have to overlook neighbour’s properties. These features are potentially at serious risk should this rezoning proposal gain acceptance. - TREE CANOPY – much to my disgust 5 years ago approximately 100 mature native trees were cut down in the rear premises of the adjacent Senior Campus. The resulting loss of habitat to our native birdlife would have been horrendous. Kardinya needs to preserve as many mature trees as possible since their numbers are already sorely limited. The proposed rezoning will lead to the removal of more of our mature native trees. - DEMOGRAPHICS – Kardinya supports a family friendly type of culture. Families with children do not fit the multi-story demographic and as such their introduction would have an adverse effect on the prevailing Kardinya culture. I am a long-time resident of Kardinya and I STRONGLY OBJECT TO THE PROPOSED REZONING THAT WOULD PERMIT 3 – 5 STOREY MULTI STOREY APPARTMENTS.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP’s be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property.

			A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
111	O	I am a ratepayer in the City of Melville and reside in Kardinya. It has recently come to my attention the there are plans afoot to rezone parts of Kardinya to allow for the construction of apartments with heights of 3 – 5 storeys. I wish to **<u>strongly object</u>** to any such rezoning. My reasons for objecting are as follows: - LACK OF CONSULTATION - There has been little or no consultation with ratepayers in this regard. - TRAFFIC - The traffic situation is already a concern in Kardinya. When I recollect that a similar lack of City of Melville consultation took place when the Kardinya Heights proposal was "rushed" through and the resulting (much concerning) increase in traffic that this has created in my street (Anglesey Drive). - VIEWS AND OVERLOOKING – I purchased this property specifically because of the views it provided and because we did not have to overlook neighbour's properties. These features are potentially at serious risk should this rezoning proposal gain acceptance. - TREE CANOPY – much to my disgust 5 years ago approximately 100 mature native trees were cut down in the rear premises of the adjacent Senior Campus. The resulting loss of habitat to our native birdlife would have been horrendous. Kardinya needs to preserve as many mature trees as possible since their numbers are already sorely limited. The proposed rezoning will lead to the removal of more of our mature native trees. - DEMOGRAPHICS – Kardinya supports a family friendly type of culture. Families with children do not fit the multi-story demographic and as such their introduction would have an adverse effect on the prevailing Kardinya culture. I am a long-time resident of Kardinya and I STRONGLY OBJECT TO THE PROPOSED REZONING THAT WOULD PERMIT 3 – 5 STOREY MULTI STOREY APPARTMENTS.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
112	S	I fully support the redevelopment and rezoning of the Kardinya Shopping Centre. I live at 13a Passey Place Kardinya and as such I am a local. The redevelopment has a number of advantages: 1. The increase in shopping will mean an increase in local employment; 2. An increase in the shopping centre and apartments will mean an increase for Melville City Council rates and income making the whole Melville area better for locals; 3. An increase in shops will provide locals with a greater opportunity for variety meaning that they do not have to leave the local area or shop on line to get what they want; 4. Having another cinema complex in the area will attract non locals to the area, further increasing Kardinya's local income. I do NOT object to the increase in the proposed height increase and this is supported by reasons 1 and 2. Having an increase in local population has numerous positives. The developers have done an exceptional job in consultation with the local people. They have held numerous displays highlighting what, when and how the redevelopment will take place.	Noted.

		The increase in height of the development will only affect a few neighbours of the development. Sorry but the needs of the many out way the wishes of the few. It is only a few that have an objection to the increase in the height but they failed to think of the overall advantages for the suburb. The increase of local traffic will be insignificant and the proposed car parking will easily accommodate for those visiting the shopping complex. In 2016/16 the traffic that passed the Kardinya Shopping Centre was 35,058 per day Monday – Friday, whereas in 2017/18 that count increased to 37,264 per day (sourced from the Main Roads Traffic Map). That is an increase of less than ten percent and when you consider the increase in general growth of the southern suburbs that is acceptable. In fact the proposed car parking will be far superior to what is currently available. Although the current parking is somewhat disjointed and the carpark does fill up during the Christmas/New Year period I have never seen cars parked on suburban streets. The proposed changes will actually make the Kardinya Shopping precinct a more family friendly environment than what is currently there. The increase in social facilities like more restaurants and cinema can only make it more friendly. Whereas at the moment locals have to go to Fremantle, Cockburn Central or even further Perth for an evening meal or entertainment.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
113	O	I am not in favour of the rezoning of residential homes in Kardinya I do agree the shopping centre needs attention but it should not affect surrounding homes I myself live and own a rear strata, three sides of my home have been built in the 1970's I am already overshadowed by trees from those neighbours. I could not stand to live with buildings that high close to my home, I would have to sell I AM VERY MUCH AGAINST REZONING OUR RESIDENTIAL AREA	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
114	O	We have lived in Kardinya for almost 30 years and are very content in our lifestyle here. We object to high-rise zoning as per the application by the developers of Kardinya Shopping Centre We are already subjected to increased traffic and often dangerous driving and speeding in Gilbertson Rd, and with the new development, potential for increased traffic and accidents will be high, let alone if there are numerous high rise buildings with resulting increased traffic and parking problems. We are not happy with the new development of the Kardinya Shopping Centre and object strongly to an increase in the height of the proposed apartments. Kardinya is a pleasant family suburb with many trees and small parks, and if these are to be reduced so will be the bird life and natural environment enjoyed by all. To have a 5 storey building next to our home would be disastrous, causing privacy problems and overlooking of our property, and potential to lose the beautiful view we have to the west, one of the main reasons we purchased our property, hoping never to be built out. We strongly object to the rezoning of Kardinya, which would lose the family friendly culture and become a high rise overpopulated suburb.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

115	O	In broad terms, I find the ACP and its attached reports unsatisfactory, presenting incomplete information and conclusions that appear to contradict some of the data provided or that overreach in drawing conclusions. Most importantly, the Plan appears intended to support the developer rather than the community, conceptualizing the community as consumers rather than as individuals and families who, together, make community. **Recommendation**: The Council should reject the Plan. Any planning for the area must be community rather than consumer centred. **Background** As a resident within the area covered by the ACP, I was astounded to read the statement at 1.4: The Kardinya ACP proposes a number of significant changes of how housing, activity and land use may change for the current and future residents of Kardinya and its surrounds. In anticipation of future statutory public consultation, it was identified that early community stakeholder consultation and communications would be critical to the success of the ACP process. … **These findings formed the basis of communications distributed via an online community survey, community open house session and other online collateral**…. The Plan goes on to list a range of consultation mechanisms including flyers, door-knocking at hundreds of residences, FAQs distributed to stakeholders and more. I can assure Council that **the first consultation** of any kind that I have been involved with began only with the letter regarding the ACP, dated 20 July 2020. Likewise, I had no information and was not involved in any consultation regarding the redevelopment of the shopping centre. If there was consultation, this is not reflected in the Plan. In fact, it seems that "Community and Stakeholder Engagement" mainly relates to "[e]xtensive preliminary ***market*** research in early 2019…" and community online survey capturing the thoughts of 46 people. This hardly seems extensive or likely to be considered reliable or statistically significant. **Purpose** In summary, the **overall impression** created is of a shopping centre redevelopment that is unviable without significant population increases and densification. The viability of the shopping centre appears to require the extensive redevelopment of the areas around the shopping centre to create higher population densities to support the vastly expanded commercial and retail centre. In this, existing residents and their current organization, life and living styles are treated as *impediments* to the viability of a private commercial and retail development. All attention is to the shopping centre and how to move people into it, with the community considered *only as potential consumers*, with the area's parks and recreation facilities and adjacent wildlife areas are given scant consideration. It is envisaged that the implementation of the Plan will build "upon the existing (and any proposed) public transport infrastructure along South Street, its associated retail areas and residential frame." In fact, little of substance is said about public transport, with no commentary from Transperth. This is a significant omission when the Plan also claims to want to "increase the patronage and viability of public transport infrastructure…". The Plan makes only one (misguided) recommendation about public transport (see below). The Plan claims to want to increase "residential densities within the surrounding area to the Kardinya Park Shopping centre [and] will further contribute to the walkable catchment of this centre and increase the patronage and viability of public transport infrastructure, thereby reducing car reliance and enhancing the vitality of local businesses." This is developer oriented, making few meaningful recommendations of how walking and cycling might be enhanced or encouraged. Most recommendations in these areas would seem to rely on residents and Council. The stated "vision" for the Kardinya centre is focused on the shopping centre. This would seem to be in contradiction to the State Planning Framework which sensibly argues for more community-focused services. Finally, in arguing for densification, it is stated that "Kardinya's overall score for employment was 4.3. Kardinya has the lowest total amount of jobs of all the District Centres in the City of Melville…". The development is (presumably) meant to change this, although all new jobs are likely to be in the redeveloped shopping centre. At the same time, this analysis of jobs is exceptionally narrow by conceptualizing Kardinya as isolated from the	Noted. This refers to "engagement" undertaken by the proponents, not the City.

		approximately 57,500 jobs around the Murdoch transport hub, only a couple of kilometres east on South St. **Densities** It is somewhat incongruent that the earlier proposal for apartments at the shopping centre was reportedly reduced to 9 stories but that the same lots are now being proposed to accommodate developments of 15-20 storey above natural ground level. As well as contradicting the earlier decision, it appears that this Plan is developer-centred. No case is made why, in an area that already has grouped development, requires even greater build-outs, except to increase the "vitality of local businesses" and the revenues for developer and centre owner. Should the proposal be approved, the nature of the local area will be dramatically changed with market/developer pressure being used to direct residents to the centre while demanding lot size increases in the surrounding area to accommodate higher-density housing as a consumer catchment for the shopping centre. **Traffic, Parking, and Public Transport** *Traffic* Traffic planning downplays existing data and projections, plumping for a rather grand assumption: "it is expected that the private vehicles demand for both residents and employees within the Activity Centre will be *significantly reduced*." Yet the information from MRWA makes it clear that this is unlikely: "The existing road use shows *a high volume of regional trips currently using South Street and North Lake Road*. This traffic is **expected to increase** *in the short-term future* as additional regional connections are made." The Plan's response represents a triumph of hope over data: "It is expected … that *over time*, as population density increases and improved alternative transport modes and links are established, a shift away from the use of private car trips will result in a slowed or even a possible retraction in traffic growth over the longer term." The bold assumption on declines in traffic is "in the order of *a* **60% decrease** *in daily vehicle trip generation per household…*". Unfortunately, the Cardno report, using SIDRA Analysis disagrees, predicting that **traffic delays will continue to increase** over time. Level of Service (LOS) calculations are a desktop model using SCATS data for the signalised intersections sourced from MRWA for Gilbertson/South St. Average Delays at signalled intersections seem unrealistic at 55-80 seconds (without a breakdown). My personal delay at Gilbertson/South St., with pedestrian traffic at the signals, can be 2-4 minutes. In afternoon peak hours, tailbacks extend from that intersection beyond Pinewood Ave. With traffic increases, this will be exacerbated. Indeed, the estimates of major increases in delays at Gilbertson/South St in Cardno's report Table 7.14 to 7.18 are **more realistic**. Even with the minor modifications proposed, traffic is predicted to experience significantly **increased delays**. The unlikely predictions of reduced traffic allow for Plan proposals that require only minimal changes to the roads around the Core and Frame. The only major proposal for road changes involves widening of Gilbertson on both sides of South St to create left turns. But this remains a proposal and at one point is described only as "potential." Missing from the analysis of the Gilbertson/South St intersection is the U-turn currently available on South St at that intersection. If the plan is to remove this, more vehicles wishing to head west will be forced to use Gilbertson and vehicles traveling east that need to use the U-turn to go east will need to use the shopping centre or will funnel through Pinewood to Gilbertson for a right turn. If the U-turns are removed, vehicles leaving the shopping area and heading west will be using already difficult and dangerous right turns across traffic on South Street or will be funnelled to Gilbertson, meaning more modifications will be needed. The report suggests no changes to the Gilbertson Road/Brophy Street intersection as it is expected to perform satisfactorily on the existing intersection layout. This seems unlikely. Gilbertson at this intersection is one lane on both sides with a median. Vehicles turning right into Brophy will have tailbacks. Likewise, the existing entries turning left into the Frame and into Brophy are unlikely to operate efficiently. The modification on the north side of Gilbertson should not ignore that the service station and spa at the intersection where both have vehicles turning into them. The changes to the BP service station appear to funnel even more traffic south into Gilbertson. It is likely that there will be tailbacks through the intersection.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. SPP 4.2 requires amongst other items identification of residential densities within the ACP area to deliver dwelling targets. The proposed densities are being assessed to determine the level of compliance with the requirements under SPP 4.2 which is a Sate Planning Policy that the City is required to apply. The recent JDAP approval restricted residential development to 9 storeys in centre. This is an indication of the preferred heights. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		Parking Parking at the shopping centre is to be *deliberately limited* despite predictions of heavy use, with full parking for several periods of the day. While there will be an almost 800 person increase in employment in the centre, it is not clear if there will be parking or whether employees must take public transport. The report states: "84% of retail employees that attended work required on-site parking, and only 8% travelled by public transport." This suggests increased demand for parking by employees. How will this be handled? It is acknowledged that "the need for parking intensifies and becomes more expensive in the short term." The outcome will be the introduction of "time limited managed parking throughout the locality both off-street and on-street will encourage rationalisation of car trips within as well as to and from the Centre and also encourages a greater use of walking, cycling and public transportation modes of transport." In other words, the Plan and shopping centre is **increasing** demand for parking, including on neighbourhood streets, but reducing the parking provided. The notion that to "further minimise the impact of traffic it is proposed to allow grouped dwellings within the activity centre …[will] have one dedicated car parking bay," is likely to mean even more street and verge parking. Apart from the abovementioned grand assumption of reduced traffic, contradicted by traffic analysis, the notion that the redeveloped centre will generate increased pedestrian and cycling traffic seems unsupported in the document, with almost no information on such traffic or information on planned changes for these users. It is stated: "Shared paths exist along South Street and North Lake Road, provided **rudimentary** cycling access to and from the Site. The network of cycling facilities is **discontinuous** and **compromised** by the **high-speed, high volume road environments** of North Lake Road and South Street." I can see no details regarding improvements for cyclist except for a statement that some footpaths may be widened. Even with a new hospital and a transport hub, at Murdoch station, the footpaths along South St have not been fully upgraded to allow a safe mix of pedestrian and cycle traffic. *Public Transport* Considerable emphasis is placed on public transport to reduce the need for parking. As already noted, no data or commentary is presented for Transperth. It is claimed that the centre "benefits from excellent opportunities for public transport services, with bus stops located along South Street, connecting major attractors outside of the Activity Centre. These bus stops, and the pathways in their immediate vicinity define the point of arrival for public transport trips" (p. 2, Cardno report). We are given to indication of the levels of increased demand for public transport or the ability of Transperth to meet increased demand. Yet the decreases in traffic are predicated on "expected improvements in public transport infrastructure, and the effects of densification and *parking constraint* on residential household behaviour." There is no adequate discussion of what these improvements to public transportation might be or when and if they may be reasonably expected. Rather, we are provided with hopes: "The long-term plan for the ACSP reflects the Department of Transport's Public Transport for Perth *in 2031*, anticipating a high-capacity public transport (BRT/LRT) route connecting Kardinya Centre with Murdoch Station. It is *expected* that high frequency collector bus services would then connect users to this future express service, creating an efficient and attractive service for a wide range of trip purposes." It again seems that Murdoch station is the hub and the responsibility for proposed changes in the Plan lies with authorities with inadequate involvement in the Plan. One of the few suggestions made for public transport is proposed for safety: "The lack of supportive crossing represents a safety risk…". The improvement suggested is moving a bus stop 100m west, on South St. opposite the shopping centre, which locates a bus stop in or near a turning lane onto N Lake Rd. *Pedestrians* The Plan is correct to note that the "pedestrian experience is very poor in local streets with a lack of footpaths provided throughout the locality." Yet it is not clear how the Plan proposes to improve the pedestrian experience. The main contribution for pedestrians appears to be *within* the shopping centre and developer requirements for shared cost footpaths on smaller neighbourhood roads and additional street trees on these roads, presumably the responsibility of the Council. It is stated that the future redevelopment of the shopping centre will improve foot traffic in the area, but this is a	

		vague hope. It is claimed that by “bringing the building [shopping centre] to the edges of the site to remove the need for pedestrians to walk through car parking areas and removal of topographical constraints through new buildings fitting into the existing topography.” Yet the Plan does not explain how having no space between roads, footpath, and buildings will improve the pedestrian experience. While improving pedestrian and cycle access is a fine idea, it is somewhat odd that, with the existing shopping centre having been in place for many years, little has been done to encourage pedestrians or cyclists or to make their access easier or safer. There are few footpaths through the parking areas and little separation of pedestrians and vehicles. A further suggestion is for “larger infrastructure contributions such as underground power, street lighting etc. could be implemented via the council adopting a special area rating. This would provide a suitable mechanism to deliver these improvements whilst engaging with the community to facilitate these upgrades.” This is a cost to households with underground power already priced at high contribution rates for residents. A major issue for pedestrians is access across South St, and no serious proposals are entertained for improving this (see public transport above). The Plan notes that the existing intersections are “barriers” for pedestrians but makes no major suggestions on how to improve this, especially for the south side of South St. **Internet/NBN** Internet/NBN capacity in an area where speed is already slow and copper technology and asbestos pipes is noted in the Pritchard Francis Report. There is no indication that any upgrade is required, suggesting that the already underwhelming speeds may be exacerbated. **Maintenance** While not considered in the Plan, the idea of maintenance of the shopping centre causes some concern. To make the centre attractive, it must be maintained better than the current facility. At present, and for several years, despite a facelift, the centre appears somewhat rundown and for a time there were security concerns. Outside the centre, the carpark is often full of rubbish and little seems to be done to improve this. If that management of maintenance continues, the centre will be unattractive to its potential customers. **Murdoch Health and Education Development** The Murdoch Health and Education Development is mentioned in the report as a driver of population growth. If it is, then the hub concept rightly belongs in that area. However, in recent days, the *Melville Gazette* has reported that the development at this hub has been **markedly downsized** in terms of apartment/residential development. Given that an area with excellent transport links is downsizing, it might be thought that this should raise serious questions regarding the Kardinya Plan.	
116	O	For what it's worth I would like to say, as a Kardinya resident, a few words about the proposed redevelopment. Kardinya is a quiet resident friendly suburb. It does not need an influx of eight, twelve or sixteen thousand new residents, with all the negative consequences that would produce. It does not need high rise residential housing producing less privacy and security. It does not need on street parking in a suburb with no pavements. Think of the added risk to mothers pushing their young ones in the road where no side- walks exist. Sure, the shopping centre re-development is a great idea, but must not intrude into the fabric of every day life of the surrounding residents. The developers only see the increased population as indirectly paying for their commercial investments. If anything is done to upgrade Kardinya, then first thoughts should go to getting rid of 150 year old technology that blots the landscape. Get rid of all the unsightly power lines. Put them underground. Avoid the annual explosions of the junction boxes that puts residents without power for up to 29 hours. This is not Mumbai or Calcutta. Kardinya is a great suburb, much under-rated by the real estate gurus. People like family and myself who have lived here for more than 30 years appreciate it for what it is. I (we) want it to remain this way.	Noted.

117	O	I strongly object to any proposed rezoning of Kardinya for any high rise residential buildings. The developers tried sneaking this through by a poor consultation process, perhaps because they know that a majority of residents would oppose it. I don't want any increase to the 9 story apartment already set to go ahead at the shopping centre. I certainly don't want a three or five story apartment next to where I currently live.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
118		I strongly object to the excessive heights planned for Kardinya as this will cause increased traffic and parking issues on our quiet suburban streets. Please no increase in height of buildings in Kardinya residential area as this will result in adverse changes to the family-friendly character and demographics of the suburb. Thank you for your consideration in this matter.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
119	O	I strongly object to re-zoning Kardinya. I have lived here for 48 years, and have seen it develop into a very nice place to live. If development goes ahead, we can look forward to lack of privacy from high rise buildings, streets clogged with parked cars, noise from increased traffic and boy racers doing burnouts, more rubbish thrown out of car windows, more drunks and junkies and more break ins. Not to mention the loss of trees. I forward the comments above for your inclusion in your consideration of the adverse impacts of the Kardinya re-zoning application before you.	The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
120		I would like to submit **my Objection** to the unsolicited “Activity Centre plan For Kardinya”. Privately submitted by the developers of the Kardinya Shopping Centre. I appears that the developers of the said shopping centre are trying to ensure that their Shopping centre does not fail by increasing the population and housing density of the Kardinya area. The areas to the North of Bel airs Road and Sainsbury and Pinewood Road behind the BP service station, bounded by South street- there are only three access roads into the area off South Street, - being Gilbertson Road, Windelya and Pinewood Road. The increased volume in traffic would be significant. Also to the area, North, behind the existing shopping centre, again traffic volume increase would be sizable. This is not acceptable. **NO** increase in height of Apartments already approved at 9 storey, at the new development at Kardinya shopping centre. Privacy of home owners would be compromised. **NO** increase to building height in the Kardinya residential area. Any approval from this private submission would surely change the demographics of the Kardinya area – there are **NO positives** for the area from this submission. I have been a resident of Kardinya for 32 years.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

			As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
121	O	I am writing to express my opposition to the proposed changes to the R codes relating to building heights in the 400 metres surrounding the Kardinya Park Shopping Centre. I have been a resident of this address for the past 44 years and have strong views regarding keeping the suburb as is. Kardinya is a lovely family orientated leafy suburb enjoyed by many generations. In fact it is not uncommon to find three generations of the same family living here. If the changes currently proposed by the developer of the shopping centre were to go through they would impact the nature of the suburb in a negative way. The suburb has many small cul de sacs such as the one where I live and these do not lend to high rise living. The small streets would not be able to handle the increased traffic. Plus the fact the water table here means underground parking areas on buildings would not be feasible with the outcome being a literal nightmare with small cul de sacs being clogged with parked cars. It is said the proposal complies with the state government's push for infill in suburbs to counteract the urban sprawl. Currently Kardinya has a high rate of infill already, you only need to drive around the suburb to verify this, it is happening all over. Plus, with an approved 9 storey apartment complex to be built at the shopping centre, looming over our homes, surely this must count towards the infill argument. Kardinya is already doing its bit! It is a proven fact that leafy suburbs benefit in many ways, such as reduced temperatures in the hot summer months, habitat for bird life, shade, as well as the aesthetic value. Currently when parked at the lights on North Lake Road at the South Street intersection the lovely tree canopy of the suburb of Kardinya can be viewed with the shopping centre currently below street level. This canopy would be destroyed if 3-5 storey apartment complexes were permitted to be built surrounding the shopping centre. I hope the Council agrees with by far the vast majority of those <u>living</u> in the suburb and rejects the proposal of the developer of the shopping centre who is only wanting an increased population as a means to make more money for himself and doesn't have any concern for the residents at all and the overcrowding his proposal will cause plus the mayhem on the streets!	Noted. SPP 4.2 identifies a dwelling target for the ACP area and ultimate densities should support this target. The ACP will be assessed to determine whether it meets or exceeds these targets. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
122	O	I received a circular this week in my mailbox concerning the proposed rezoning of my suburb Kardinya. I do not know if this is true as I certainly have not been consulted in this matter. The circular encourages comments to the City of Melville. The following are my comments: - I am strongly against any re-zoning that would result in the building of apartments, especially multi storey ones, in Kardinya. This includes those for residential as well as commercial purposes. - Kardinya has been a safe, peaceful, friendly and quiet suburb where my wife and I love. We plan to spend the rest of our twilight years here. Recently, with the passing of some elderly neighbours and others moving on to other parts of Australia, we have already seen many new and younger families with young children moving in. Just to be clear - we have nothing against young families because we have young married children of our own. But the noise level in the neighbourhood has already increased significantly. So has the traffic and worst, the cars parking on our narrow streets, road corners and even on my house's verge are now regular occurrences. - There are boats parked on front lawns or verges. When turning out of our street nowadays, our views are often obstructed by cars parked either on the street or on house fronts. Small children are riding their bikes on the streets, and sometimes, footballs were kicked across the streets from one house to another. There is clearly an accident waiting to happen. - And I am just talking about a handful of young families moving in. I cannot imagine what will happen when apartments and high rise commercial blocks start appearing in this suburb. The risks will multiply a hundred fold. So will the noise level, the increase in traffic and so on. Essentially, our peaceful and safe neighbourhood will	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

		disappear in no time. - With high rise residential blocks, inevitably our privacy will disappear too. Nobody enjoys having our personal activities in our private lawns becoming visible to others living in a neighbouring high rise. - In short, my wife and I are extremely concerned that our quiet, peaceful, private and safe lifestyle will be gone once re-zoning is approved, - Another significant impact would be the fall in our property values. In a densely populated suburb with reduced privacy, road safety and peace, this will surely happen. For the above reasons, I am strongly against the re-zoning of Kardinya.	As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
123	O	The shopping centre proposal is fine but I do not agree with greater than double storey outside of the shopping centre precinct	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
124	O	- I am a resident/home-owner of Kardinya and love my suburb. - I live in close proximity to the shopping centre and while I am happy the shopping centre is being redeveloped and can embrace the need for some apartments at the site - I want to register my strong objection to granting extra permission to allow 15-20 story apartment blocks in my area. - I also object to making it possible to have more high rise apartment blocks in my suburb. I bought into a quiet, green suburb and would prefer it to remain so. - I am also concerned about the additional traffic many apartments will bring to an already busy South St and surrounding local streets. - I am also concerned about the impact of large apartment blocks on the value of my property and am concerned such large towers will turn Kardinya into a rough looking suburb - while at present it is mainly a quiet family suburb. - Please consider the many families already paying taxes in this area - our views should matter too.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
125	O	I am writing to express my strong objections to the proposed plan for the Kardinya Activity Plan in particular the re-zoning to allow 3-4 storey building in the residential area. Tall buildings also created large shadows, wind tunnels and poor street environment. The surrounding streets are not design for the higher traffic volume and parking the proposed rezoning (3-4 storeys) would create. Infill development is not what the community in this area wants. We purchased our property in the Kardinya area almost 30 years ago due to its peaceful location opposite a park with a north facing aspect. Our family has grown up in this safe location and we hoped that future generations could enjoy the family orientated suburb. Over the years, we have undertaken numerous renovations to our property to improve our living standard and to provide more environmentally friendly options and sustainability through the installation of solar panels, Tesla battery, aquaponics and a vegetable garden. All of these green initiatives will be impacted by the proposed development. We have invested, both emotionally and financially, ensuring it is well maintained as have all of our neighbours and the streetscape and character has benefited immensely.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP’s be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

		The proposed developments do not suit the suburb. The prospect of the exorbitant height of multistory dwellings overlooking our property would not only devalue our property financially and aesthetically, it would impact on our privacy, overshadow our property and our solar panels and impact on the natural aspects of the community. At a recent meeting, the council informed us that the R25 code was applied to properties in our area in 2016. Some properties have been redeveloped accordingly which has increased infill in Kardinya. As this is only a recent change, I feel that if the codes were altered to reflect multi storey dwellings, it would be detrimental to the suburb causing traffic congestion, parking issues, blocked driveways, noise issues, antisocial behavior and increased crime. Only gradual changes to suburbs within the Melville area as a whole should take place, not a small targeted area. There is already substantial infill. Brutal interfaces between residential low density and high density allowing 4 and 5 storey apartments have come about by the up-zonings imposed by The Planning Minister and WA Planning Commission. It does not protect existing residential homes and the push for transitioning residential areas to higher density which favours developers. The process of the Kardinya Activity Plan has not been desirable as there has been no consultation or contact from the developer. It is intrusive to the residents and there has been no transition. This proposal would be financially beneficial to the developer but detrimental to the homeowners. This is a relaxed, casual and family-oriented area and this type of development would be unprecedented on the suburb's environment. Home owners who decide to stay in the area could be landlocked by development making their properties less desirable for resale in the future. According to the City of Melville website: *"The City of Melville is working towards measuring and reducing its greenhouse gas emissions and adapting to changes in our climate. Trees absorb carbon dioxide and lock it up so deforestation is another major climate change problem. The City of Melville is committed to measuring and reducing its greenhouse gas emissions, as well as making sure our community is adapted to the effects of climate change."* Increased infill in the area contradicts this as there would a reduction in trees and the efforts of residents to provide an environmentally friendly neighbourhood will be destroyed by this development. I request Council ceases any proposed rezoning activities for this area and submit my OBJECTIONS.	SPP 4.2 identifies a dwelling target for the ACP area and ultimate densities should support this target. The ACP will be assessed to determine whether it meets or exceeds these targets. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
126	O	With reference to the above, which we have been advised by a pamphlet dropped to our residence here in Kardinya, in particular, regarding the disturbance of an area from the BP service station due west to Pinewood	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable

		Avenue is to be allowed to be rezoned for flats. Why disturb a naturally large area, which the residents are now going to have to face blocks of flats, overlooking properties from that particular area. We have been informed by the medical authorities throughout Australia that these pandemics arise particularly from over crowding of flats, as the people have nowhere else to go than to imbibe with alcohol at their nearest local pub. Providing a vaccine for the Corona virus may be quite sometime before it can be manufactured - as we have been told. When the developers informed us some time ago there was to be redevelopment of the shopping centre there was no indication whatsoever that most of the rezoning would be of 3 - 5 high rise apartments in residential areas within this designated area. I believe that there should be no increase in the height of the buildings above residential houses of no more than 2 storeys. With the increase of traffic, parking issues on quiet suburban streets - is it not unreasonable to assume that this would allow thieves and the stealing of vehicle parked in this type of area.	catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. It is noted that much of the area referenced in the submitter's comments is already an existing R80 density coding and that the ACP does not propose any change to that density coding. As the submitters property is also outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
127	O	- My concerns are the affect on traffic along local arteries such as Gilbertson road, which is already used as a 'rat run' from Somerville Blvd to Kardinya Plaza. - Also the lack of verge trees and what high rise will do in relation to the loss of the canopy. - High rise development outside of the upgraded plaza itself will increase traffic, congestion and social issues. It will affect privacy and increase noise and emissions from vehicles. Consider greening the top of the centre with rooftop vegetation.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
128	O	I am extremely opposed to the proposed changes in zoning in the within Kardinya and the proposed Kardinya District Centre as I feel that the proposal is rushed and is missing the following critical information: 1. 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 other benefits such as the cooling effect they provide in summer. 3. Strict design guidelines must also be provided as part of this request for submissions that highlights clearly the requirement to maintain and improve the built form character of the area. In the current retail climate and the uncertainty we are facing with how we do business and the retail sector waning, a thorough and measured approach is required prior to giving a green light to such a drastic proposal that affects current residents in such a negative way. In light of the above, I feel the current zoning is sufficient and should remain in place – all residential areas should remain at the maximum height of two storeys and the Kardinya Shopping Centre Development should not be permitted to increase the apartment building height beyond the currently approved nine storeys	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted. Noted.

			Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
129	O	I am writing this to express my objection to an application by developers of Kardinya Shopping Centre to re-zone. I have been living in Kardinya since 1974. I do strongly object to the excessive height in our residential area. Past rezoning in Kardinya has already caused increased traffic and parking issues on quiet suburban streets. Continuation of overcrowding in this way will cause more invasion of privacy. I would sincerely hope that Melville council will consider my objection.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
130	O	I am writing to you regarding the Kardinya Park Shopping centre development and the proposed rezoning application that the City of Melville has received from the developers. As a local resident and land/property owner within the suburb of Kardinya, I strongly object to this proposed rezoning on the following basis; • I object to the excessive height being proposed for the apartments at Kardinya shopping centre; • Increased population density without any additional public infrastructure; • Increased traffic which will result from the rezoning; and • Potential privacy issues as a result of having elevated neighbours • The likely change in demographics away from a family-friendly neighbourhood Further to this, I have been disappointed that the developers have made no attempt to consult with myself as a local resident on this matter.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
131	O	- I strongly object to the excessive height of apartments (no 3-5 story buildings). - I am concerned with increased traffic and parking issues on quiet suburban streets. - I am concerned about overlooking/privacy issues, overcrowding and changes to the family friendly character and demographics of the suburb. - Please listen to my concerns as it affects me personally. - Kardinya is a family friendly suburb we want to keep.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
132	O	- I'm sending this email to object to rezoning application by the developers of the Kardinya shopping centre to build high rise apartments in the area. - Firstly the consultation on this issue has been poor. I knew of the intention to extend the shopping centre	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that

		but unaware of the application for high rise apartments from 9 storeys to 15 plus storeys. - I feel this will give rise to overcrowding traffic congestion and parking issues - This is a family friendly suburb and feel strongly that this proposed rezoning will impact our everyday life in a negative way	ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
133	O	- I'm sending this email in response to the application to rezone areas of Kardinya to include 15-20 storey apartments I strongly object to this application as a resident that has lived in this suburb for over 30 years. - Firstly the consultation has been very poor I had no idea about this application until it was brought to my attention on the weekend. - These high rise apartments will create excess traffic congestion overcrowding noise and privacy issues This has been a family friendly suburb and want it to stay that way. - There already is enough diversity in residential buildings with units, sub dividable blocks, low rise apartments and aged care facilities. - The original 9 storey apartment approval is enough and no addition rezoning to create more apartments should be approved.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
134	O	- There should be no height increase in buildings in fact nine storeys is too high around the shopping centre. - The traffic is bad enough as it is let alone MORE!!! - Privacy issues are becoming more and more with double storey buildings the loss of trees will greatly impact on birdlife heat and the total environment.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides

		- I have lived here because of the peace from 1972 to 1987 and returned to live here in 1999 because of peace.	an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. As the submitters property is outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties.
135	O	I write to strongly object to the proposed rezoning of the Kardinya Activity Centre, on the following basis: - Consultation process by the developers has been inadequate and misleading. The majority of affected residents have been unaware of the excessive height and density of multi storey buildings proposed under the plan. No three to five storey buildings should be permitted. - Clearly there would be a massive increase in traffic and parking issues in quiet suburban streets. These areas were never designed for this burden. The approval for the nine storey apartment building and shopping centre expansion already signifies an undesirable increase in traffic in surrounding areas. Thousands more vehicles will be congesting narrow, suburban streets. - Loss of tree canopy and bird life with excessive density will be detrimental to the entire area. This is obviously at odds with Council's purported ethos of "making sure our community is adapted to the effects of climate change". - The proposed rezoning would be adversely detrimental to current residents, particularly those in the precinct of the proposed changes. I strongly urge Council to demonstrate that it is not dictated to by moneyed developers, but listens to the voting ratepayer. Please reject the proposed rezoning.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
136	O	- The Developers say this development is for the health and the well being of the Residence is stupid. - I can only say it causes me stress and despair. This will destroy this wonderful Neighbourhood. - What about single level and 4 level homes next to each other? - I totally object to this rezoning and request the area to stay as it is. - I hope you are taking the objections and the well being of the Residence in consideration and reject this proposal.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
137	O	It has come to my attention that there has been an application by developers to rezone parts of Kardinya, to include 3-5 storey high rise apartments in residential areas, and also to increase the potential height of the apartment complex in the new shopping centre from 9 to 15-20 storeys. I would like to object to both of these proposal for many reasons, including: - poor consultation process by the developers, - increased traffic and parking issues on suburban streets, - overlooking/privacy issues, and - overcrowding.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.

			A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
138	O	With reference to the above, which we have been advised by a pamphlet dropped to our residence here in Kardinya, in particular, regarding the disturbance of an area from the BP service station due west to Pinewood Avenue is to be allowed to be rezoned for flats. Why disturb a naturally large area, which the residents are now going to have to face blocks of flats, overlooking properties from that particular area. We have been informed by the medical authorities throughout Australia that these pandemics arise particularly from over crowding of flats, as the people have nowhere else to go than to imbibe with alcohol at their nearest local pub. Providing a vaccine for the Corona virus may be quite sometime before it can be manufactured - as we have been told. When the developers informed us some time ago there was to be redevelopment of the shopping centre there was no indication whatsoever that most of the rezoning would be of 3 - 5 high rise apartments in residential areas within this designated area. I believe that there should be no increase in the height of the buildings above residential houses of no more than 2 storeys. With the increase of traffic, parking issues on quiet suburban streets - is it not unreasonable to assume that this would allow thieves and the stealing of vehicle parked in this type of area.	Noted. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. It is noted that much of the area referenced in the submitter's comments is already an existing R80 density coding and that the ACP does not propose any change to that density coding. As the submitters property is also outside the proposed ACP area there is no change proposed to either density or height affecting either the submitters or neighbouring properties. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
139	O	We write to you to express our concern at the possibility of apartments in Kardinya Park Shopping Centre going even higher than the original proposed plans. If it was an apartment block with a shopping centre built after, it would be one thing. Having had the Shopping Centre there all these years and now adding residential apartments' makes for a different dynamic. It can be good, providing it's not too big, too high with too many people. Please leave apartment height at current 9 storeys. We do not want 3-5 storey buildings in the suburb of Kardinya. Our trees in Kardinya are special and traffic is manageable currently. Please focus on free things to keep young people occupied, not more density. Build a Youth Centre; focus on the things that really matter. We do not need rezoning in Kardinya.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
140	O	I cannot believe the deceitful way this rezoning has been presented. The book I saw put out by Element talked of January 2020 and then the letter so called sent to the residents on Monday 20th July 2020 which I also had not seen talked of an Activity Centre not a single mention of a rezoning to help the shopping centre become more lucrative. When people hear Activity centre it gives the impression of like a Child centre or a Sports centre when it actually is a rezoning application. To totally try and deceive the residents into believing otherwise is disgusting. It is purely a rezoning plan. If Kardinya residents wanted to live in Northbridge or Perth city they would. Kardinya has already been having appropriate infilling to benefit family life and excessive high density would destroy that. Many residents have been paying rates for the last twenty to forty years and they are having no say because they don't know about it. Who is explaining what is on the developer's agenda to those who may not understand?	SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The previous proposal was a development application was for the Kardinya Park Shopping Centre property only. This has been approved by

		Developers care nothing about long term implications just their current profit. Developers who get approved for a 9 storey apartment then want it to go to a 12 or 15 storeys by rezoning the area around are dishonest from the start and assume councils are stupid and walkovers. This needs to stop. The car park at Kardinya shopping centre is already really busy so I cannot imagine how the parking is going to be with the approved shopping centre. The amount of land there appears to be less than Bullcreek shopping centre. Gilbertson Road is already having increased traffic which with the shopping centre changes and the apartment that has been approved will further increase the amount of traffic. Increasing the number of buses on this narrow road is not good either. There is no way the roundabout at Somerville Boulevard at the other end of Gilbertson will be able to take the traffic also. Even Northlake road and South Street are already busy as they lead to many suburbs. The infilling taking place is more than enough. There is no need for multi storey. The streets of the suburb could not take mega high rise buildings. All residential areas should remain at a maximum of two storeys. If apartments for foreign students are needed put them near the uni. It's time Australians were looked after, not the opposite. This is a great area for families. High rise will impact having a car as there is no way multi high rises could accommodate having two cars and allow for visitors cars. The current ACP, rezoning suggestion says only one car for a grouped dwelling, Even Burswood which is not as compacted as proposed is difficult to find parking near the apartments. Going to Subiaco near the hospital they are not high storey but on bin collection day I couldn't walk on the footpath in front of the buildings because there were about fifteen bins all over the footpath in front of one building. With Covid having occurred shows one of the dangers of forcing a lot of people onto public transport. In your Activity Plan book it mentioned car issues with the message being they couldn't care less if Australians had difficulty owning a car in a huge density area. Most Australians love to travel by car in their state and I am sure the developers proposing this squashed in people area would not be putting up with what they are expecting Kardinya residents to cope with. Not all residents are able to cycle or walk when it is extremely hot or it is raining especially with children. Others who have disabilities are also being overlooked. We are lucky enough to see the Red Tailed Parrot in this area . Loss of trees would change a lot of the birdlife we currently have. Dotting high rise near parks or ocean or rivers is one thing but concentrating a whole area of high rise is like turning Kardinya into a concrete city. Booragoon doesn't have that. Kardinya has attracted people as a safe place to raise children who need a small backyard to play in which is safer than allowing them to go to a park unsupervised. I had trouble many years ago when I took my children to the park and was lucky to have been with them as one of them was targeted by older teenage boys until they realised I was there. The necessity for road widening at the intersection of Gilbertson road and South Street to help the shopping centre development. Compensation does not take away from the invasion to existing residents to further developer's expansion and profit. South St is already highly busy and adding many more cars from Gilbertson will be detrimental. Developers who are probably not from this area should not be allowed to come in and change rezoning to so many properties to suit their own purpose when it is detrimental to the current residents. No increase in height above two storeys would stop all potential problems and keep the Australian way of life for many Australians. Current infilling as it stands is enough especially when infilling is happening in every suburb in the city of Melville.	JDAP. The current proposal is for an Activity Centre Plan for the district centre (which includes the Kardinya Park Shopping Centre property) and its surrounding catchment as per the requirements of SPP 4.2. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

			Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
141	O	I understand that the council has received a proposal from a commercial developer to change the zoning of Kardinya to enable development of: - a 15 to 20 storey apartment block on the Kardinya Park site, where the council has already approved a 9-storey block of 99 units, although totally out of keeping with the neighbourhood; and - 3- to 5-storey apartments in residential areas of Kardinya. I should point out that I did not learn of these proposals from the council nor from the developer, neither of which has, to my knowledge, informed, consulted with or involved local residents in developing these proposals. If my second-hand understanding of the proposals is accurate, I find it shameful and undemocratic, that the people most affected by the proposals are kept in the dark. There has been no direct consultation and the proposal has been disguised under the apparently innocuous heading "Activity Centre Plan" on the council's website, with no mention of rezoning, until further granular digging into the site. As a long term resident of Melville, since 1987, and Kardinya in particular, since 1998, I wish to notify council of my total opposition to these proposals, or indeed to any further rezoning of Kardinya (which was previously rezoned without detailed consultation with residents): - As noted, the consultation process by both council and the developer has been very poor. - The proposal to transform the family-oriented suburb of Kardinya into a mishmash of high-density high-rise apartments (without any overall planning control) is misconceived and will destroy the amenity of residents, noting that the council has already approved 99 apartments at the Kardinya Park redevelopment, with subsequent increase in traffic through neighbouring suburban roads: • The current road network through Kardinya is totally unsuited to high-density inner-city living both in terms of the amount of traffic that would be generated and in terms of the availability of parking, creating inconvenience and danger to residents. • The height of the current development at Kardinya Park should not be increased as it would be totally out of keeping with the character and demographics of the area and would cause massive dislocation of traffic on busy North Lake Road and South Street, as well as local residential streets, at peak times. • The current R20/R25 zoning of Kardinya should not be changed to permit residences over 2 stories. Any height increase will result in overlooking/loss of privacy and shading of neighbouring properties an irrevocably change the character and demographics of what is a very family-friendly suburb, where we know and interact with all of our neighbours and which has established greenery and tree cover, providing habitat for birds and wildlife. • Kardinya is crowded enough under the current R20/R25 zoning. Kardinya is not "inner-city" and is not	Noted. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The submitter is incorrect. The JDAP and not the City was the approving agency for the Kardinya Park Shopping Centre redevelopment- The City did not support approval of the proposed development at the time. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		suitable for high-density development. • Permitting development of 3-5 storey apartment blocks in residential areas will destroy property values of existing residents. I note that the proposal does not involve the “posh” Somerville area of Kardinya, even though a good part of it falls within the 400 metre radius of the “Activity Centre Plan”. I call on the council not to approve these proposals and not to continue to be beholden to a coterie of property developers.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
142	O	I wish to object to the ACP proposal by the developers of the Kardinya Park Shopping Centre. My major objection is changing the current R codes which would allow developers to build 3-5 storey apartment buildings in amongst the current single and 2 storey residences that would completely change the family friendly character and alter the demographics of the suburb. Kardinya is already subject to a large increase in housing density with many existing blocks being either subdivided or battle axed. With the majority of these new dwellings being single or two storey this is in keeping with the current character of the suburb. Also, in the future with the haphazard uptake of the 3-5 storey developments, residents of the neighbouring single and two storey houses will be subject to overshadowing and overlooking/privacy issues as well as increased traffic and parking issues. You must also keep in mind that those people who have built on a subdivided block inside the 400 metre zone will probably not be wanting to sell their house to a developer so we will see the situation occurring where there will be a mix of single storey houses interspersed with 3-5 storey buildings. This is not a good outcome for the single storey residence as it will reduce the value of their house to land value only, not a nice prospect. The developer on a poster display inside the shopping centre asks the question “What benefit could an ACP bring to the local area?” One of the answers states “to provide a density that will support the viability of the centre”. In other words he is saying that without a large increase in the local population my shopping centre won’t be viable. So the ACP is self-serving really, with no benefit for the local residents apart from the redeveloped shopping centre. Another cause of great concern with the proposal is the changing of the R codes to allow for 15-20 storey apartments in the current Aldi/Tavern/Chicken Treat site. This is just plain ridiculous and way over the top for this location in our suburb. High rise of this size should be kept for locations closer to the Perth CBD. Hopefully the Council will see sense in this matter and not bow to the wishes of a developer but look after the residents it serves.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP’s be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future

			development of the district centre and surrounding catchment. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
143	S	I reside in the City of Melville and write in support of the proposed Kardinya District Centre Activity Centre Plan (ACP). The reasons for my support are: 1. The ACP will allow for greater housing diversity within the precinct. 2. It will also assist in supporting the redevelopment of the retail and commercial properties within the centre. 3. It will bring long-term infrastructure improvements including: footpaths, street trees, public transport and lighting improvements. 4. The attached analysis by Colliers reveals the potential for value-uplift in surrounding areas. The submission attaches a report prepared by Colliers International on behalf of the proponents of the ACP which in summary states: • The proposed redevelopment and expansion of the Kardinya Park Shopping Centre will provide a significant uplift in amenity to the area • The presence of an entertainment precinct centred around a new cinema complex, food and beverage offering, medical precinct, additional supermarket and specialty retail tenancies will provide an additional attraction to the catchment area. • The benefit from completion of the centre redevelopment proximity and the resultant increase in amenity is expected to positively affect values to the immediate surrounding area. • The Activity Centre Plan, as provided, generally affords an increased densification from the existing zoning which will also assist to accommodate the sector of the market that values co-location and proximity to the revitalized and expanded centre. • The analyzed Activity Plan and Structure Plan areas comprising the Riseley Centre Structure Plan, Melville District Activity Centre and Melville City Centre Structure Plan, have predominantly reflected increases in property values over the period from initial public notification to final endorsement by the Western Australian Planning Commission. • The value outcomes for properties within these areas varied, dependent on the previous zoning and the final approved zoning, the highest and best use of the site and the ability to offer contiguous allotments to 'unlock' a suitable development outcome. • Strat titled residential properties showed value uplifts of up to 20%, with single residences, located on green titled allotments and having development potential, showed values uplifts of up to 60%. 5. It is likely to hasten the redevelopment of the "old Lot 16" neighbouring property to the Kardinya Park Shopping Centre.	Noted. It is noted that the other Activity/Structure plans referenced do not promote densities as high as has been designated in the proposed Kardinya ACP with the highest density being R100 in the Melville City Centre Structure Plan and lower densities in more comparable ACP's at Melville District and Riseley Centre.
144	O	I object strongly to the proposals contained in the Kardinya Activity Centre Plan, to rezone parts of Kardinya to permit the developers to increase the height and density of apartment blocks - both the proposed 15-20 storey tower at Kardinya Park and the 3-5 storey blocks proposed to be built in residential areas nearby. My objections relate to:	Noted.

		- very limited and poorly planned consultation with local residents - excessive height out of character with the district - resulting increase in traffic on suburban roads and the major intersection of North Lake Road and South Street - overcrowding & changed demographics (not for the better - loss of family-friendly character) - loss of amenity & environment - -decrease in property values. Please do not give in to pressure from the developer - reject this disproportionate and misconceived proposal.	Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
145	N	1. Cycle paths within 5km radius from activity center to Murdoch university, and nearly train stations. 2. Planting appropriate height of trees and native shrubs between the cycle, pedestrian paths. 3. All carparks should have angle parking bays.	Noted.
146	O	I have concerns about the proposed ACP because of the inadequate and unclear communication/consultation with the community. My specific concerns are in relation to the proposed height and density changes. I tried to review the ACP, but found the 174 pages full of complex language difficult to understand. I am supportive of the new retail development, but I am NOT supportive of multi-story buildings being allowed to be built within residential streets.	Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including

			whether they are appropriate.
147	O	I would like to register my objection to the rezoning of the Kardinya Shopping Centre Precinct and the relevant surrounding areas for the following reasons: 1) The focus on increasing the housing density (and by extension the density of the local population) may negatively impact traffic congestion in and around the nearby schools (potentially posing a risk to students who are walking or riding to school), as well as cause delays during peak hour commuting along the major infrastructure in the suburb (notably the regional roads of North Lake Road and South Street) 2) The proximity to a proposed cinemas and various food and beverage areas is designed to increase social activity, which may result in more frequent demonstrations of anti-social behaviour (such as noise complaints and drunk/violent behaviour) 3) The proposed capacity to develop high-rise residential buildings of 5 storeys is far too high in relation to the surrounding residential buildings (outside the development area), which are only at one to two storeys. This means that the views of those properties will be reduced (e.g. blocked or distracted by the nearby towering structures), and the overall feeling of privacy in the smaller housing will be eroded 4) The local wildlife and use of natural energy (such as solar power) may also be negatively affected if property owners were allowed to introduce high-rise apartments (e.g. birds may be disrupted, and solar power may be affected by the shadow cast by apartments).	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
148	O	We bought into this property due the amenity, location of the north facing block and park location. This location has afforded myself and family of a quite peaceful lifestyle, one that we appreciate every day. I am now very anxious with the proposed Activity Plan which will destroy all that we have worked hard to achieve. We have invested, both emotionally and financially ensuring it is well maintained as have all of our neighbours and the streetscape and character has benefited immensely. During a recent meeting, the council informed us that the R25 code was applied to properties in our area in 2016. The current R25 to R40 code is well suited to all residential properties within the City of Melville to assist further infill requirements without causing so much destruction of people's life's and homes in such a small target area. As this is a recent change I feel it would be detrimental to the suburb and that the properties have been unfairly targeted to bolster the business plan for the Kardinya Shopping Precinct. The precinct map has been designed to fit density more predominate into one area, allowing the western side isolated, however clearly in the walkable 400 metres zone. I request Council to address this issue. Brutal interfaces between residential low density and high density allowing 4 and 5 storey apartments have come about by the up-zonings imposed by WA Planning Commission. It does not protect existing residential homes and the push for transitioning residential areas to higher density which favours developers. <u>The intrusive and intense scale of ACP density and height built form is inconsistent for any residential area and strongly disagree for our property and surrounding streets and view as unjust.</u> The process of the Kardinya Activity Plan has not been desirable and as there has been no consultation or contact from the developer. This proposal would be financially beneficial to the developer but detrimental to the homeowners. Homeowners who decide to stay in the area could be landlocked by the proposed Activity plan making properties less desirable for resale in the future. Council should further engage the community to allow understanding of the ACP and how online community feedback can affect and damage a small group of residents. Infill and density targets should be fairly driven by creating and expanding more broadly the opportunity in allowing all residential blocks subdivision potential – 2 storey above natural ground level for a further 10 years to offer more natural streetscape and sensitive infill conducive to family	Noted. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2. Heights proposed in the residential precinct are related to proposed

		block residential living. I request Council facilitates further consultation on behalf of all affected residents and **submit my following and OBJECTIONS:-** **COMMUNICATION** • Lack of effective communication on changes and lack of transitional time from our current R codes to allow more residential infill being conducive and sympathetic for current owners. • Reconsider and engage community consultation on the future preparation of this plan for the City and residents affected. • Request Council to recommend a change to the ACP Plans of its aim to recommend a broader residential catchment to achieve 3 dwellings per gross hectare by 2050 for this submission and scope. • Look at expanding 2 storey above natural ground level for all residential areas and not just a 400 walkable distance from a shopping centre. • Western Australian has seen a decline due to people population movement being static and Sate economy in decline. • Increase of unemployment with many home owners to default of their homes, adding stock to the real estate market. **AMENITY** • Resident's loss of family –orientated and quiet and calm amenity loss. Personally I feel very anxious and overwhelmed. • Not enough transition time from the current R codes into high density coding - have taken away natural rights (justice) that other residents in Melville have been afforded. • Strong potential of antisocial behaviour of foot traffic. • Not enough open space to cater for high volume number of units developments. • Increase of residential noise from what is currently valued by the affected residents. **DENSITY: total objection as follows** • Scale of the ACP higher density R codes and height. • Strong potential for landlock properties destroying our current lifestyle and property values. • Built form: Bulk and Height impact on visual streetscape and privacy issues. • Potential and intrusive Shadow and Overlooking. **Infill Density Targets:** • Kardinya and the broader City of Melville community have contributed to infill over the last 20 years which should be taken into consideration with this Activity Plan for infill requirements and recommendations. • Potential of land lock properties destroying and intrusive on our current lifestyle and property values. **Street Parking:** • Cul de sac road design– not for unit development and create high impact on street parking. • Parking on streets that have not been designed for street parking. • Residents will have trouble accessing if reversing trailer/caravan/boats into their properties. • Car Bay allocation for a group dwelling environment will create overspill and street parking issues. • With above this would require street parking signage creating another visual impact. **Property Values:** • Many of the original homes have had substantial improvements both internally and externally to suite family living. • Scale is inconsistent for any residential area and strongly disagree for our property and surrounding streets and unjust. *As a long standing owner we took the decision purchase to into this area for the quite peaceful amenity with its natural streetscape appeal. Potential for land lock residential properties looking completely out of character with no street scape appeal. Lost value on homes would occur. Feel that a small residential pocket that has been well kept and loved by the owners are being the sacrificial lamb in this ACP.* • Strong potential of property values decline and a precedent for future proposals viewed as directed and	densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. Should modifications be proposed to the ACP it is expected that these modifications will also be further advertised before a final recommendation is forwarded to the WAPC. Noted.

		unfair consequence of this proposal.	Kardinya centre is identified as a district centre in SPP 4.2 which requires amongst other items identification of residential densities within the ACP area to deliver dwelling targets. The proposed densities are being assessed to determine the level of compliance with these requirements under SPP 4.2 which is a State Planning Policy that the City is required to apply. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
149	O	- Firstly I'd like to say that in general I love the idea of the Kardinya Park Shopping Centre (KPSC) being redeveloped. - However I have concerns about the ACP, which expands on the original proposal for KPSC. I think 15 storeys is too high for the apartments in the KPSC (stick to the originally proposed 9 storeys) and that the redeveloped area around the KPSC should only be a maximum of 3 storey's high. Too much high density housing starts to feel cramped and oppressive. - I am also worried that there will be a loss of tree canopy due to the development which is a major problem across many local councils. Environmental issues need to be a higher priority across all developments. I want more trees along footpaths, roads and outdoor areas. Not less. Extensive tree canopy will provide habitat while encouraging people to walk or cycle to KPSC. - Also I think that a library would be a great addition to the KPSC at some point. The nearest library is too far away. Having a library at KPSC would help activate the space while supporting and engaging the local community.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
150	O	1. I strongly oppose the excessive height in Kardinya. Also it is ridiculous I oppose the 9 storey apartment complex at the shopping centre site. 2. The consultation process by developers – very poor – non existent. 3. No increase in height of homes or buildings in Kardinya residential area. 4. Traffic is bad enough on South street without more traffic. 5. I do not want to have apartments overlooking my home destroying my privacy. 6. Overcrowding. 7. I, for one, will not be shopping at the new complex – too large – it is bad enough now coming out of the complex onto South Street. 8. I would never have bought in the area if I knew high rise buildings were the go. Kardinya as it is, is a great place to live.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		DO NOT LET THIS HAPPEN. IT IS UNFAIR AND UNAUSTRALIAN.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
151	O	I wish to express my concern about a submission from the developers of the Kardinya Shopping Centre, to rezone parts of Kardinya. My main concerns relate to the possibility of having 3 to 5 storey buildings in residential areas, which could cause privacy or overlooking issues. I'm hoping you will consider my concerns, when the final decision has to be made.	SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
152	O	I wish to express my concern about a submission from the developers of the Kardinya Shopping Centre, to rezone parts of Kardinya. My main concerns are; - relate to the possibility of having 3 to 5 storey buildings in residential areas, which could cause privacy or overlooking issues. - loss of tree canopy, which will impact on the natural environment. - adverse changes to the family friendly character and demographics of Kardinya - concerns over resulting increased traffic and parking issues. - the possibility of the developers of the Kardinya Shopping Centre having permission to increase the 9 storey apartment complex to 15 storeys. I know this is unlikely to get the council's approval because it is <u>so unwarranted.</u>	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
153	S	This is an email of support for the Draft Kardinya District Centre Activity Centre Plan which we believe will be good for the area and good for the centre. We trade from Kardinya Park Shopping Centre and have been a tenant for 20 years.	Noted.
154	O	I have read the proposed Activity Plan for the Kardinya Shopping Centre Development and have some serious concerns. The proposed plan seeks rezoning approval for 15-20 storey apartments on the original 9 storey apartment complex height. It also proposes rezoning residential areas so 3-5 storey buildings could then be built. These heights are excessive, and would have serious negative effects on our suburb and surrounds. I strongly object to any and all proposed changes that would allow an increase in the height of the apartments at the shopping centre to over nine storeys, and the height of buildings in Kardinya residential area to three storeys and higher. Residential areas should remain at a maximum of two storeys. An increase in the height and density of buildings in Kardinya would have a detrimental effect. There would be increased traffic flow and parking issues on our small, quiet	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.

		streets. Privacy/overlooking issues would develop, as well as potential overcrowding. There would be a loss of tree canopy which will negatively impact on shade, birdlife, the natural environment, and increase temperatures. Kardinya is currently a family-friendly, quiet and picturesque suburb, and these demographics would adversely change if the proposed rezoning was approved. I would also like you to note that to date, the consultation process by the developers has been very poor. There has been inadequate and misleading communication from the developers to our community. This plan will have serious, negative effects to our suburb and community, and I feel the developers have given a substandard effort to open an honest and forthright dialogue with Kardinya residents about their intentions. I think the shopping centre redevelopment is a positive thing for Kardinya - the cinema, food court and revamped and expanded shopping centre will do good things for our area. However, I do NOT agree with the additional rezoning proposal for the apartment and residential Kardinya - it should be rejected. There should be absolutely no rezoning in Kardinya - i.e. all residential areas should remain at a maximum height of two storeys, and the Kardinya Shopping Centre Development should not be permitted to increase the apartment building height beyond the currently approved nine storeys.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
155	O	I have read the proposed Activity Plan for the Kardinya Shopping Centre Development and have some serious concerns. The proposed plan seeks rezoning approval for 15-20 storey apartments on the original 9 storey apartment complex height. It also proposes rezoning residential areas so 3-5 storey buildings could then be built. These heights are excessive, and would have serious negative effects on our suburb and surrounds. I strongly object to any and all proposed changes that would allow an increase in the height of the apartments at the shopping centre to over nine storeys, and the height of buildings in Kardinya residential area to three storeys and higher. Residential areas should remain at a maximum of two storeys. An increase in the height and density of buildings in Kardinya would have a detrimental effect. There would be increased traffic flow and parking issues on our small, quiet streets. Privacy/overlooking issues would develop, as well as potential overcrowding. There would be a loss of tree canopy which will negatively impact on shade, birdlife, the natural environment, and increase temperatures. Kardinya is currently a family-friendly, quiet and picturesque suburb, and these demographics would adversely change if the proposed rezoning was approved. I would also like you to note that to date, the consultation process by the developers has been very poor. There has been inadequate and misleading communication from the developers to our community. This plan will have serious, negative effects to our suburb and community, and I feel the developers have given a substandard effort to open an honest and forthright dialogue with Kardinya residents about their intentions. I think the shopping centre redevelopment is a positive thing for Kardinya - the cinema, food court and revamped and expanded shopping centre will do good things for our area. However, I do NOT agree with the additional rezoning proposal for the apartment and residential Kardinya - it should be rejected. There should be absolutely no rezoning in Kardinya - i.e. all residential areas should remain at a maximum	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		height of two storeys, and the Kardinya Shopping Centre Development should not be permitted to increase the apartment building height beyond the currently approved nine storeys.	SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
156	O	My objections are as follows; 1. I object to the re-zoning of parts of Kardinya for 3-5 storey buildings. It is a residential area that I feel would be ruined by such development not only in community but traffic congestion and all that comes with so many additional residents. There are ample apartment options already in the council area - Kardinya does not want or need these. There has already been housing developments that have failed in the area and not fully sold. This does not make sense. 2. Strongly object to the underhanded attempt to increase the already approved 9 storey build to 15-20. This is excessive most definitely not necessary and will destroy the residential feel of the area. 3. Clearly the residents are passionate about our environment as shown through the strong community objections to Roe 8 resulting in a newly elected a premier. Apartment living will certainly impact on bird life, with loss of tree canopy and increased pollution through increasing dramatically our community population. 4. The reasons people choose to live in Kardinya are its family friendly atmosphere lovely local schools quiet suburban streets and community feel. Very different to the reasons people choose the more affluent suburbs of Melville. If these new applications are approved it will certainly destroy what has been a beautiful family suburb for generations. I hope that our community and my objections will be heard. This will certainly impact on the way all in the community view our elected members.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
157	O	While the Kardinya Shopping Centre development has already been approved, I would like to express my objection to any further re-zoning and/or development of high rise buildings in and around the Kardinya Shopping Centre Precinct because this would not be consistent with the current aesthetic appeal of the suburb.	Noted. SPP 4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m SPP4walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

			The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
158	O	We write to you to express our concern at the possibility of apartments in Kardinya Park Shopping Centre going even higher than the original proposed plans of 9 storey. We don’t want 3-5 storey buildings in the suburb of Kardinya and we don’t want to see rezoning in Kardinya.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
159	O	1. No increase in height in apartments at the shopping centre 2. No increase in height of buildings in Kardinya Residential area 3. The consultation process has been very poor.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property.
160	O	I object to the proposal because: 1. No increase in the height of apartments at the shopping centre 2. No increase in heights of buildings in Kardinya residential area 3. Increase in traffic a problem	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
161		Re: Application by developers of the Kardinya Shopping Centre to re-zone parts of Kardinya. We would like to express our concerns about changes to the re-zoning of parts of Kardinya and the application to build 15-20 storey apartments on the shopping centre site, also the significant change to Rezoning to include 3 – 5 storey high rise apartments in residential areas. Large areas of Kardinya will be affected and will change the family friendly	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides

		character of the suburb. SEE WHATS PLANNED AROUND YOUR NEW SHOPPING CENTRE We went to have our say at Kardinya Shopping Centre on the 6th August, the response by the people running the community drop in session did not want to listen to anything we had to say especially on the objection to high rise apartments and to re-zone parts of Kardinya, their answer was we have a lot of support for the apartments and to re-zone, I asked if they could actually prove this as everyone I know objects to their proposal. They really weren't interested in what we had to say, we support a re-development of the shopping centre but not to the extent that is planned, we believe that there will be shops not occupied and left empty, but it is really the re-zoning that we object to. The Developers state: *Increase in property values – We feel that what they propose will reduce property values. Our objections are: 1. Strongly object to excessive height. 2. Consultation process by Developers has been very poor. 3. No increase to the height of apartments at the shopping centre (stay at 9 storeys). 4. No increase in height of buildings in Kardinya residential area (no 3-5 storey). 5. Increased traffic and parking issues on suburban streets. 6. Overlooking / privacy issues. 7. Loss of tree canopy which will impact on shade and birdlife. 8. Adverse changes to the family friendly character of the suburb. 9. Overcrowding.	an indication of preferred heights in the "Centre" zone area. Noted. Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
162		Re: Application by developers of the Kardinya Shopping Centre to re-zone parts of Kardinya. We would like to express our concerns about changes to the re-zoning of parts of Kardinya and the application to build 15-20 storey apartments on the shopping centre site, also the significant change to Rezoning to include 3 – 5 storey high rise apartments in residential areas. Large areas of Kardinya will be affected and will change the family friendly character of the suburb. SEE WHATS PLANNED AROUND YOUR NEW SHOPPING CENTRE We went to have our say at Kardinya Shopping Centre on the 6th August, the response by the people running the community drop in session did not want to listen to anything we had to say especially on the objection to high rise apartments and to re-zone, I asked if they could actually prove this as everyone I know objects to their proposal. They really weren't interested in what we had to say, we support a re-development of the shopping centre but not to the extent that is planned, we believe that there will be shops not occupied and left empty, but it is really the re-zoning that we object to. The Developers state: *Increase in property values – We feel that what they propose will reduce property values. Our objections are: 1. Strongly object to excessive height. 2. Consultation process by Developers has been very poor. 3. No increase to the height of apartments at the shopping centre (stay at 9 storeys). 4. No increase in height of buildings in Kardinya residential area (no 3-5 storey). 5. Increased traffic and parking issues on suburban streets. 6. Overlooking / privacy issues.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Noted. Noted.

		7. Loss of tree canopy which will impact on shade and birdlife. 8. Adverse changes to the family friendly character of the suburb. 9. Overcrowding.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
163	O	I wish to express my dissatisfaction at your plan of rezoning parts of Kardinya to include 3 to 5 storey high rise apartments. The thought of walking out my backdoor to find a multi-storey building overlooking my back fence is appalling. Please reconsider this idea.	The ACP has not been prepared by the City but by a private landowner. The City has a statutory obligation to consider the proposal and to provide a report to the WAPC recommending a decision the City considers is appropriate. The WAPC is the determining authority. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
164	O	Re proposal to rezone close to Stanbury Close ; I would object to this on the basis of the number of units, flats etc. now in the area, ,and increased traffic further disrupting residents. Enough units proposed in the shopping centre complex.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
165	O	Kardinya Shopping Centre development rezoning. 1) I strongly object to the excessive height the developer is seeking approval for 2) The Developer's consultative process has been very poor 3) There must be no increase in the nine storeys previously approved 4) There must be no increase in the height of buildings in the Kardinya residential area 5) I am concerned about the increase in traffic and parking issues on quiet suburban streets that this proposal will bring 6) There will be considerable overlooking issues resulting in loss of privacy	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
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167			
168	O	Concerns over resulting increased traffic & parking issues, loss of tree canopy which will impact on shade, bird life and natural environment	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.

169	S	- Any increase in density will help business - Wealth effect will be positive - Improvements and modernization of surrounding area will be positive - Only concern is business survival during construction esp I parking and shoppers are restricted.	Noted.
170	O	- Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the Councils proposal for this rezoning to include an Activity Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet suburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission.	The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Noted SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP’s be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
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		- Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet suburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission. Berboutis does not even live in area but is inflicting a development on it.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
186	O	I would like to register my objection to the proposed Kardinya District Centre "Activity Centre Plan". The plan, which proposes to change the height limits and residential density of the area surrounding the Kardinya Shopping Centre, is not in keeping with the amenity of the suburb. In general, the proposed new height limits will seek to alter the Kardinya suburb from a quiet, family home-style residential area to a busy, intensive, urban style of living. I am sure the majority of the residents chose to live in this area because of its quiet charm and suburban lifestyle, and the ACP will potentially change that completely. On a personal level, I am a resident of Dalston Crescent, my house being directly opposite the Kardinya Shopping Centre. The ACP proposes to change the residential density and height limits of my street to R160 with a height limit of 5 storeys. This could potentially lead to my property being surrounded by 5 storey apartment buildings that overlook my house and backyard, or ultimately to my family feeling pressured to sell our home in order to avoid this scenario. In addition to the height limits proposed for the residential area, the maximum height limits proposed for the Centre Core and Centre Frame are excessive and certainly do not fit into the surrounding area. Whilst I understand that the Kardinya Shopping Centre Redevelopment plan has now been approved at a maximum of 9 storeys, the ACP proposes heights of up to 20 storeys. The nearest location with buildings of that height would be Applecross – a riverfront suburb, close to the City with some long-established mid to low height apartment complexes and a Commercial sector. Kardinya is some 15kms from the Perth CBD and is a mostly single-storey residential area, with indirect links to the City and little commercial appeal. The need for such tall buildings in our area is not established or demonstrated. I am also concerned about the impact the increased living density will have on the quiet suburban streets. The streets are already under pressure due to traffic flow to the shopping centre. Increased residential traffic will only add to this pressure and negatively impact upon existing residents. There seems to have been little consideration given to the existing Kardinya residents in the development of this plan. It has been designed by an organisation who's interested extends only as far as how much profit can be garnered in the long term. Proposed height limit increases could potentially impact upon hundreds of family homes, thousands of residents, and completely change the landscape of the area. A more inclusive, considered activity plan needs to be developed that respects and compliments the suburb and shows consideration to current property owners and residents. This can be achieved by an actual and real consultation process with the residents, unlike the consultation undertaken so far, which has been almost non-existent and certainly a token attempt at best. I strongly urge the Council to consider the points raised here and respect the rights and wishes of the current ratepayers of Kardinya.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
187	O	I'm a bit concerned about the proposal for increasing residential building heights and increasing the population density in our suburb. It's a really lovely environment currently, lovely and green and quiet, and I feel that it would lose that	Noted.

		with the proposed developments. In addition, there won't be adequate parking available for these high rise apartments, which means the already narrow streets will become parking spots for all these new residents. Together with the increased traffic flow so many new additions to the suburb will bring, navigating the roads will be a headache. I think the redevelopment at the Kardinya shops, particularly the car park will be fantastic.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
188	O	I strongly object to the re-zoning of Kardinya with specific regard to the following: • No increase in the existing height restrictions of buildings in residential areas • No increase in the existing height restrictions at the shopping centre (already excessive) • Grave concerns over parking on residential streets • Grave concerns over the increase in traffic on, previously relatively quiet, residential streets • Grave concerns over the inevitable resultant changes of use of from residential to commercial properties I understand that Kardinya and other surrounding areas will undoubtedly come under pressure from developers with the close proximity of Fiona Stanley and St John of God hospitals alone. I also understand that developers of high-rise residential, office or large complex commercial developments have only their own interests at heart. The consultative process by the City of Melville with the residents of Kardinya in particular, and Melville in general, leaves a lot to be desired. I do not believe that people who choose to reside in quiet residential suburbs should be periodically put under pressure to protect or defend their way of life due to the persistent greed of developers.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property.
189	O	- Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the councils proposal for this rezoning to include an Activity	The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides

		Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet s uburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission.	an indication of preferred heights in the "Centre" zone area. Noted SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
190	O	- Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the council's proposal for this rezoning to include an Activity Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet suburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission. As I own a lawn mowing business, this will impact my livelihood and the beauty of the area.	The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Noted SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted

			Noted Unknown
191	O	The proposal to build a high rise apartment block at the Kardinya Shopping Centre is causing concern to many and we question the endeavour made by the developer to resolve the problems introduced. We have previously written to the Council about our objection to this project. The nine storey apartment building approved for the Kardinya Park re-development is out of line with the character of the suburb and its height and design will ensure it will be a prominent eyesore. It will be the tallest building for kilometres and currently only matched by Fiona Stanley Hospital's nine storeys. It is a major understatement to say the consultation process for this major development has been poor. We became aware of this project through a notice posted inside the shopping centre and noted comments in favour of the project were posted on fliers stuck to a notice board. We were hardly surprised to see many had come from visitors to the centre who did not actually live in the suburb. To accommodate this project, an area adjacent to the apartments and extending radially 400 metres rezoning is now sought for a range of housing densities far in excess of the currently approved zoning. This is causing worry and stress to nearby residents who bought into an area which less than a year ago was considered a quiet, desirable suburb to live with the potential for subdivision to R25. The rezoning proposal will cause significant short and long term disruption (noise, loss of privacy) to residents as re-development will take place in a haphazard way with lots turned into multi-story buildings in an ad-hoc manner. They will receive no compensation for this. Contrary to Melville Council's strategy document for high density housing which states a preference for townhouses and two/three bed apartments consistent with existent zoning, the new proposal will lead to all the usual problems caused by poor planning and overcrowding such as excessive traffic for the one main thoroughfare in the area (Gilbertson Road), lack of parking and crime. Kardinya house prices have struggled more than most with house prices falling significantly over the past 5 years. Contrary to adjacent suburbs, Kardinya is showing no sign of recovery and it is logical to think this development is not only contributing to this but will cause sustained damage to house prices in the suburb. Many of these concerns could be eliminated if the apartment block earmarked for the Kardinya Shopping Centre was relocated to the South Street side of the shopping complex (The area currently earmarked for carpark). This would largely eliminate the intrusion issue and the need to re-zone as all of the Kardinya houses would be separated from the apartments by either South Street, North Road or the shopping complex. We strongly urge you to consider this alternative.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The location of the proposed 9 storey apartment building has been confirmed as part of the approval for the Kardinya Park Shopping Centre site recently issued by the JDAP.

			The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
192	O	I have a number of concerns regarding the proposed rezoning of Kardinya. The density of housing proposed for the residential area surrounding the shopping centre with three to five storey buildings is excessive. While I don't object to high-rise apartments on the shopping centre site itself, I think the maximum height for residential buildings beyond the shopping centre site should be two storeys. Four storeys overlooking Morris Buzacott Reserve would surely impact community enjoyment at the park, with people overlooking the space, not to mention the impact to the natural plant and animal life. Additionally, the increased population density if three to five storey housing were to be approved would significantly increase traffic and parking issues on our quiet suburban streets. Please reconsider the building height for the areas surrounding the Kardinya Park Shopping Centre site and cap these at two storeys maximum.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
193	S	Please consider this correspondence as support for the proposed Activity Centre Plan (ACP) for the Kardinya Park Town Centre and as presently lodged with the City of Melville. Metway Real Estate are the managers of the Centre which is owned by Dato Holdings Pty Ltd ('Dato'). We also manage a significant number of other properties, both commercial and residential in the immediate areas relevant) which all sit within the proposed ACP boundaries. We are aware that the centre has written to you directly in support of the proposal. We endorse all eight reasons of support as detailed by 'Dato', being: 1. 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. 2. The present catchment area of the proposed ACP has a residential ratio of 9.4 dwellings per hectare. Ideally this should be closer to 30 dwellings per hectare. 3. 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. 4. The ACP has been co-sponsored with the adjacent "Aldi & Kardinya Tavern" lot. We also manage premises in that complex. This will provide the planning framework to provide value uplift to these lots. 5. 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". In summary this advises: • The proposed redevelopment and expansion of the Kardinya Park Shopping Centre will provide a significant uplift in amenity to the area • The presence of an entertainment precinct centred around a new cinema complex, food and beverage offering, medical precinct, additional supermarket and specialty retail tenancies will provide an additional attraction to the catchment area. • The benefit from completion of the centre redevelopment proximity and the resultant increase in amenity is expected to positively affect values to the immediate surrounding area. • The Activity Centre Plan, as provided, generally affords an increased densification from the existing zoning which will also assist to accommodate the sector of the market that values co-location and proximity to the revitalized and expanded centre. • The analyzed Activity Plan and Structure Plan areas comprising the Riseley Centre Structure Plan, Melville District Activity Centre and Melville City Centre Structure Plan, have predominantly reflected increases in property values over the period from initial public notification to final endorsement by the Western Australian Planning Commission.	Noted.

		• The value outcomes for properties within these areas varied, dependent on the previous zoning and the final approved zoning, the highest and best use of the site and the ability to offer contiguous allotments to 'unlock' a suitable development outcome. • Strat titled residential properties showed value uplifts of up to 20%, with single residences, located on green titled allotments and having development potential, showed values uplifts of up to 60%. 6. The ACP will allow for greater housing diversity within and surrounding the centre. 7. The ACP will also assist in supporting the redevelopment of the retail and commercial properties within the centre. 8. The ACP will bring long-term infrastructure improvements including footpaths, street trees, public transport and lighting improvements.	It is noted that the other Activity/Structure plans referenced do not promote densities as high as has been designated in the proposed Kardinya ACP with the highest density being R100 in the Melville City Centre Structure Plan and lower densities in more comparable ACP's at Melville District and Riseley Centre.
194	O	Please find attached a submission by myself and my colleague, Dr Jill Shephard, in regards to the proposed Kardinya District Activity Centre Plan. We have been involved in undertaking research on black cockatoos in the Perth-Peel Coastal Plain over the last ten years and have serious concerns regarding the impacts that the proposed ACP would have on the existing tree canopy in Kardinya and associated impacts on threatened black cockatoos that utilize the habitat in this area. Our submission strongly urges the City of Melville to reject the proposed ACP, which conflicts with the City's Urban Forest Strategic Plan. This Strategic Plan clearly outlines the social, economic and environmental benefits of trees, in particular large trees, for biodiversity conservation and community well-being. Thank you for the opportunity to provide feedback regarding the Activity Centre Plan (ACP) for the Kardinya District Centre, particularly the planned re-zoning to increase the density of housing within the Residential area. This letter provides information to demonstrate that re-zoning to increase urban density in this area would be inconsistent with efforts by Perth councils (including the City of Melville), the state government and Western Australian communities to halt and reverse the declines towards extinction of Western Australia's iconic and threatened black cockatoos. We represent the Conservation Medicine Program in the School of Veterinary Medicine at Murdoch University. Our research group has been studying the health, ecology and demographics of Western Australia's three species of black cockatoos for 10 years. We have strong collaborative research ties with the state Department of Biodiversity, Conservation and Attractions (DBCA), Kaarakin Black Cockatoo Conservation Centre, WA Museum, World Wide Fund for Nature, Birdlife Australia, industry groups in the mining and housing sectors, and Perth Zoo. Our research projects include health monitoring of Carnaby's cockatoo nestlings throughout the species' breeding range, disease screening of injured black cockatoos treated at the Perth Zoo Veterinary Department for rehabilitation back to the wild, and large-scale ecological research using satellite PTT and GPS tracking of all three black cockatoo species across their distribution ranges, to identify key habitat areas and migratory movements, about which much remains unknown. Collectively, our research addresses several major Actions and Objectives of the national Recovery Plans for all three species. Through our research, we have observed that despite dedicated efforts of Recovery Teams, as well as efforts of research teams studying the species and community groups fighting to save habitat and rehabilitate debilitated birds back to the wild, all three species remain in grave danger of continued and catastrophic population decline. This is particularly the case given that the human population of Western Australia is set to grow rapidly in the next few decades, with increasing risks to cockatoos from land clearing, vehicle strikes and other human-related threats. The biggest threat to these birds remains the ongoing clearing of their breeding, feeding and roosting habitat, which occurred throughout much of the last century and appears to have escalated again in recent times, meaning that the populations of all three species are still in decline. Our ongoing black cockatoo movement and ecology research includes both satellite PTT and GPS tracking, as well as direct on-ground observations, of flocks of black cockatoos using remnant small areas of foraging and roosting habitat	Noted.

		in the Perth urban environment. We have used the information we have obtained from our research to provide the comments below regarding the ACP for the Kardinya District Centre, particularly the planned re-zoning. Our flock movement data emphasize the importance of retaining existing housing densities, canopy area and open spaces (even small ones such as suburban gardens) for flocks of threatened black cockatoos in Kardinya. The proposed development is clearly at odds with the goals of the City of Melville's Urban Forest Strategy, and likewise at odds with key objectives in the City's Local Planning Strategy, as we outline below. As described below, the Kardinya District Centre, and Kardinya overall, contains important foraging, roosting and creching habitat for Western Australia's threatened black cockatoos, and it is vital for the City of Melville to reject the development and the proposed re-zoning in order to protect this habitat and ensure the long term viability of these iconic species. Below, we include information regarding (a) black cockatoo roost locations within the area proposed for re-zoning; (b) black cockatoo foraging habitat in Kardinya: use of green spaces and private gardens; (c) how the proposed re-zoning is in opposition to goals in the City of Melville's Urban Forest Strategic Plan; (d) how the proposed re-zoning is in opposition to key objectives in the City of Melville's Local Planning Strategy; (e) use of suburban garden trees in the ACP area by Carnaby's cockatoos to creche their young; (f) how the proposed re-zoning will increase the risk of black cockatoo injury and mortality from increased traffic flow; (g) the value of urban habitat patches for habitat connectivity and to provide 'movement corridors'; (h) concerns regarding the skewed ACP area; and (i) the importance of considering of Cumulative Impacts in planning decisions. Black cockatoo roost locations within the area proposed for re-zoning: Importance of retaining roosting habitat and nearby foraging habitat Figure 1 identifies three known roost sites for black cockatoo flocks within or just outside the area proposed for re-zoning (unpubl. data, Murdoch University). Black cockatoo flocks require sufficient foraging habitat within a few kilometres of their roosts; which highlights the importance of the existing levels of foraging habitat and canopy cover in this area of Kardinya. To retain this foraging habitat near known roosts, it will be important to reject any re-zoning proposal that would lead to higher housing density, as the proposed amalgamation of blocks for high-rise apartment blocks would invariably lead to increased loss of garden vegetation/space, including vegetation that represents foraging habitat for black cockatoos (Figure 4 below further highlights the importance of retaining larger blocks to provide for black cockatoos in urban landscapes). It is interesting to note that despite the high level of infill with medium/high density housing associated with subdivision that currently exists in Kardinya; the suburb has retained a significant tree canopy. A critical point for protection and retention of black cockatoo flocks in urban areas is that within Perth, foraging habitat for black cockatoos is already insufficient – and this is the primary cause of their continuing declines. Any remaining foraging vegetation – particularly patches in urban areas near roosts, such as this site – may be important for the persistence of the flocks that depend on them. Black cockatoo foraging habitat in Kardinya: use of green spaces and private gardens In Figure 2, we present GPS data showing flock movements for three separate flocks of forest red-tailed black cockatoos that contained individual birds which had been rehabilitated following injury, and released into these wild flocks with GPS/satellite tags attached. Our research has shown that these birds socially integrate well into wild flocks and serve as markers for the movements and habitat use of their flocks. The data cover several weeks in August and September 2015 (the time span of the tags remaining operational in this area). Movements of the three tagged black cockatoos, each in a separate flock, are indicated by the red, yellow and blue dots in Figure 2. Flock counts ranged from 50-70 birds per flock (unpubl. data, Murdoch University). As can be seen in Figure 2, these flocks spend time foraging around Morris Buzacott Reserve/ Kardinya Primary School, as well as in private gardens. It is important to note that these are data for forest red-tailed black cockatoos, of which there are several flocks in the City of Melville, including flocks for which we do not have data. We know that Carnaby's cockatoos similarly use the habitat around these reserves and suburban gardens, but we did not have any tagged Carnaby's cockatoos in the City of Melville to act as markers for their flocks, so we do not have data on flock movements for the local Carnaby's cockatoos in this area. It is important to note that in the absence of sufficient native food sources for black cockatoo flocks in the Perth area, pine trees are also a very important food source for local flocks. Our flock follows indicate that the pine trees south-east of the Kardinya Park Shopping Centre which surround Alan Edwards Reserve, and those that surround Morris Buzacott Reserve are important food sources which are used by local Carnaby's cockatoo flocks each year; the Morris Buzacott Reserve also contains a large number of jarrah and marri trees, which are preferred native food species for black cockatoos. Separate forest red-tailed black cockatoo flocks that contained individual birds that had been rehabilitated following injury, and released into wild flocks with satellite and GPS tags attached, to serve as markers for the movements and habitat use of the flocks. The data cover several weeks in Aug-Sept 2015. The coloured dots (red, yellow, blue [blue is single dot near top right of reserve]) represent the tagged birds, each in a separate flock (the green lines are associated with a separate flock that moved through the area).	Reference to the City's Urban Forest Strategic plan is acknowledged. This plan, however, only relates to land owned by/under the control of the City and does not apply to privately owned land. As a consequence the proposals under the ACP do not impact upon land to which the Urban Forest Strategic Plan applies as the ACP does not contain any proposals to alter City controlled land. It is also noted that the State Planning Framework, including SPP 4.2 takes precedence over the City's Urban Forest Strategic Plan.

		It is important to emphasise that these flock movement data represent a snapshot in time, and the pattern of habitat use will change with the seasons, depending on which food sources within the City are being targeted. In Page 4 regards to the figures above our research has shown that there are other times of year such as earlier in the year when there would be heavier use of suburban vegetation due to the seasonal availability of food sources and the migratory movements of Carnaby's cockatoos and seasonal range shifts of forest-red tailed black cockatoos. Our movement data for black cockatoo flocks throughout the urban areas of Perth demonstrate clearly the importance of retention of tree canopy and vegetation, including during subdivision. Figures 3 and 4 below provide examples of black cockatoo movements in other suburbs in Perth, including the loss of black cockatoos from areas where development has been poorly designed and managed, as occurred in Alkimos (Figure 3). Together these two figures highlight the importance of retained green spaces and corridors for black cockatoo flocks in urban landscapes. Figure 4 in particular highlights the importance of retaining larger suburban blocks, with associated vegetation, which is more likely to occur in areas zoned for residential housing and standard subdivision, in order to maintain black cockatoo foraging activity and support the continued existence of black cockatoo flocks in these area For Kardinya in particular, and for the ACP area proposed for re-zoning, we can see that the existing density of housing which currently contains a high level of infill through subdivision has enabled important tree canopy to be retained not only in Public Open Spaces but, critically, in private suburban gardens (Figures 5 and 6). Figure 6 shows the existing tree canopy in the northern and eastern catchments of the suburb, which are now being proposed to be re-zoned for high density development. The photographs in Figure 6 were taken looking over Kardinya Park Shopping Centre, and reveal a 'sea of tree canopy'– representing large, old trees – many of which are jarrah and marri, and which have been retained with the current infill through subdivision. These trees, or many of them, would be lost with the proposed plans to amalgamate blocks for high rise apartment development. Kardinya already has a medium/high level of density, due to high infill through subdivision which has been occurring over the last couple of decades. But as Figure 6 shows, the development so far has been appropriate and effective for maintaining the old, mature trees, both native and non-native, which provide habitat, shade and canopies that enable black cockatoos to survive in the area; and also provide a range of other benefits for local human communities. The flow-on impacts from the proposed re-zoning will inevitably reduce the amount of tree canopy that could be retained. This will be particularly detrimental to local black cockatoo flocks, as we know that Carnaby's cockatoos forage, roost and creche their young in the tree canopy in the northern and eastern catchments – and these are the areas proposed for greatest development. To maintain biodiversity in Kardinya and the wider Perth-Peel Coastal Plain, it is important to maintain the tree canopy that we currently have in Kardinya, rather than aim for denser goals. It is also important to note that maintaining biodiversity in our suburban environments is not only critical for environmental conservation, but also is essential for human well-being and ensuring that we have physically and mentally healthy communities. The proposed re-zoning is in opposition to key goals in the City of Melville's Urban Forest Strategic Plan. The City of Melville has acknowledged the social, economic and environmental benefits of trees, particularly of large trees, in its Urban Forest Strategic Plan. The City of Melville has a stated commitment to retaining its existing level of tree canopy (no net loss of urban forest canopy on City land over the period of the plan'; Goal 1 of the City of Melville's Urban Forest Strategic Plan, Part A, 2017-2036; Executive Summary page v). The city's other goals in the Plan include striving for 'excellent urban forest management' (Goal 3), and 'integrat[ion of] urban forest protection into urban planning' (Goal 4). To best accommodate these goals, the City will need to strive to ensure not only no net loss of canopy on City-owned land, but also on private blocks in suburban areas. Clearly, high density re-zoning that will reduce the canopy cover would be in opposition to the City of Melville's Urban Forest Strategic Plan. The proposed re-zoning is in opposition to key objectives in the City of Melville's Local Planning Strategy. The City of Melville's Urban Forest Strategic Plan is developed to align with the City's Local Planning Strategy (February 2016); and in particular, with the environmental objectives of the Planning Strategy. The objectives of the City's Local Planning Strategy include to (1) Ensure that the natural environmental values of the City are protected and conserved for existing and future generations, and to (2) Contribute to the maintenance and enhancement of biodiversity for the preservation of our natural flora and fauna. To meet these objectives with respect to the long-term viability of threatened black cockatoos, again the City will need to achieve a goal of not only no net loss of canopy on City land, but no net loss of canopy and habitat in suburban blocks and gardens (and arguably, net gain). The need for the City to	

		focus on protecting existing black cockatoo habitat on private blocks (through, for example, avoiding high density re-zoning in residential areas that could encourage this loss) is brought into stark relief in the Executive Summary of the Urban Forest Strategic Plan. The Executive Summary warns that over the next 1-2 decades, up to 50% of the City's current street trees will have been lost (due to age-related mortality without effective succession planning), with significant impacts for up to two decades in some areas. These imminent large losses of City-managed trees emphasise the necessity of City planning and decisions that do everything possible to protect existing canopy and habitat in suburban blocks and gardens. If the proposed re-zoning of the ACP occurs and the height of buildings in the suburban streets is increased, another major negative impact on canopy cover will be the increased driveway and parking requirements, which will restrict the numbers of street trees in the area. This impact has been identified in the City of Melville's Urban Forest Strategic Plan, (Executive Summary, page v), which states that: 'The increased driveway and parking requirements associated with increased redevelopment and residential density constrain the number and size of street trees that can be accommodated in some streets…' To safeguard black cockatoo foraging habitat in Kardinya, the proposed ACP should not be supported, and residential areas as well as the planned redevelopment of the shopping amenities at the Kardinya Shopping Centre should remain at their current approved maximum heights. This will support the retention of large trees on existing residential blocks throughout Kardinya, to provide resting and foraging habitat (Figure 7) and creche habitat (Figure 8) for threatened black cockatoos. Use of suburban garden trees in the ACP area by Carnaby's cockatoos to creche their young Individual trees and canopy cover are important to retain in Kardinya suburban gardens for another reason: endangered Carnaby's cockatoos use them to creche their young when the parents fly further afield to forage after foraging in the immediate area around Kardinya. We have identified several residential areas in the northern and eastern catchments, within the area proposed for re-zoning, where young Carnaby's cockatoos are creched in trees (Figure 8). All photographs of creche trees in Figure 8 were taken on streets that are within or adjacent to the area proposed for re-zoning. We have observed that the young are creched during the day while the adults fly further on foraging trips. We know that flocks and individual birds have cultural knowledge of key trees in the landscape, and we have observed birds creching their young and foraging in trees in the same area within Kardinya over multiple years. Interestingly, one of the properties containing a creche tree is a subdivided block; indicating the value of subdivision which retains trees and canopy structure. Trees such as these are at clear risk of being lost under the proposed high-density plans, but are essential for black cockatoo flocks in this area, as flocks are dependent on suitable trees in which to leave their young safely during the day while the adult birds forage. The proposed re-zoning will increase the risk of black cockatoo injury and mortality from increased traffic flow near Public Open Spaces that are used by black cockatoos A decision to re-zone the area to increase the residential density would present another risk to black cockatoos in association with increased traffic flow. Black cockatoos often forage alongside roads. Given they are heavy birds, they cannot easily avoid cars, and increased vehicle traffic will pose additional risk of injuries and mortalities in local flocks (Figure 9). This would be particularly the case around areas that are known to be heavily used by Kardinya's black cockatoo flocks, including the Public Open Spaces at Morris Buzzacott Reserve and Alan Edwards Reserve which are both used for foraging and for creching young. It is therefore particularly concerning that there is a proposal to increase density (and associated road use) around these two reserves. Young black cockatoos are less agile than adults, and will be particularly vulnerable to mortality from increased vehicle traffic. Value of habitat patches in urban areas for habitat connectivity and to provide 'movement corridors' An important and under-considered point is the importance of small remnant habitat patches for maintaining habitat connectivity for black cockatoos in fragmented landscapes. The Perth-Peel Coastal Plain contains highly fragmented habitat, including many foraging sites which together create a network of foraging sources. It is vital not to break the connectivity of a foraging network, and removal of even a few important trees/ patches can affect the connectivity of 'corridors' between foraging sites, thereby affecting foraging overall. Kardinya is likely to contain important corridor habitat between other key neighbouring areas for black cockatoos, including providing connectivity between important foraging and roosting habitat at Piney Lakes, Murdoch Page 10 University (Murdoch campus) and Beeliar Regional Park. Murdoch University is a roost site for hundreds of black cockatoos; the highest counts for the Murdoch roost were 441 forest red-tailed black cockatoos in 2018 and 700 Carnaby's cockatoos in 2010. The Murdoch roost site is of major importance within the Perth area and across the	SPP 4.2 identifies a dwelling target for the ACP area and ultimate densities should support this target.

		Perth-Peel Coastal Plain; this roost had the second-highest cumulative count of forest red-tailed black cockatoos of all Great Cocky Count Perth-Peel locations (across six years of counts) (Great Cocky Count, Birdlife Australia). Black cockatoos need foraging near their roosts, as well as stop-off areas between their roosts and other foraging sites, and Kardinya currently provides small patches of green spaces and vegetation corridor to serve as corridor habitat to and from this major roost site at Murdoch University. Concerns re skewed ACP area We note that the ACP area proposed for re-zoning in this proposal is highly skewed, which is both unusual and concerning. Instead of a standard circular 400m 'catchment' as is typical of ACP plans, this ACP area and overall shape have been skewed to increase the distance substantially in one direction – apparently so that it can 'capture' and include the Morris Buzzacott Reserve within the ACP area (Figure 10). This appears to be an attempt to skew and artificially increase the amount of Public Open Space in the proposal. If this is true, it is both misleading and highly inappropriate.	The Local Planning Strategy (LPS) is adopted under the State Planning Framework and approved by the WAPC. It is consequently required to reflect State planning policies and strategies including SPP 4.2. A key element of the LPS is appropriate levels of increased density/diversity at/around centres enabling retention of larger areas of low density throughout the City which supports greater tree retention/protection over a wider area. Accommodating more people within existing urban areas is also recognized as a means of reducing pressure for clearing native vegetation, including black cockatoo habitat, on the urban fringe of the metropolitan area for new urban development. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to

			consideration as part of the assessment of the proposed ACP including whether they are appropriate.

			The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2.
195	O	As a rate payer and resident I strongly oppose the ACP proposal for the following reasons: - Increased density in the suburb - increased traffic flow on currently quiet streets (we chose this area to raise our young family based on the current layout) - Residential building height should remain at a maximum of two storeys. I hope that this feedback is taken in to consideration and would expect it to be consistent with other long time residents to Kardinya.	SPP 4.2 identifies a dwelling target for the ACP area and ultimate densities should support this target. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
196	O	I have just looked over this document and I am very disappointed that a local land owner is able to write proposed local planning policy! It's an enormous conflict of interest to let the shopping centre owner determine the zoning of the land around their own shopping centre. Five storeys in this huge section of Kardinya would be a poor outcome for this section of Kardinya. The Williamson road and Gilbertson Road corner is already too busy and can not handle more cars. Please don't reduce this residential area to traffic chaos, lack of vegetation and more poor quality apartments such as those next to me at 70 Gilbertson Road. Let the local planners, councilors and people of Kardinya decide not the wealthy shopping centre owner. I'm not against increased density near shopping centres and transport hubs at all but I am against R100 in quiet suburban street and cul-de-sacs.	The Planning and Development (Local Planning Schemes) Regulations 2015 allow for a private landowner or the local government to prepare an ACP. Where an ACP is prepared by a private landowner and submitted to the City, the City is required under the regulations to advertise the proposed ACP, undertake an assessment of the ACP against the planning framework and make a recommendation to the WAPC which makes the ultimate determination of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
197	O	I don't agree with the proposed ACP as is will cause an increase in traffic in our suburban streets and change the character of our neighbourhood.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
198	O	I am writing to express my concerns with high rise development in the Kardinya District. One concern is the increase in the traffic on South Street and Gilbertson Road. More traffic lights stop the flow of traffic. Already in Kardinya when a dwelling is demolished, we have three places (units) built. Most places have more than one vehicle. Already we have approval for nine storey apartments (units) in the shopping area. Does everyone want to live on major roads? I believe that there are many apartments vacant between here and Fremantle. For the council or planning committee to approve three level apartments on the average block in Kardinya will certainly change the character of Kardinya and not for the better.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

			The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
199	O	I recently found out about the application of the Developers of the Kardinya Park Shopping Centre to seek approval through rezoning to build a 15-25 Storey Apartment Block. This is in addition to the development that has already been approved to build a 9 storey apartment complex. Firstly, if it wasn't for information I received from anonymous person I wouldn't have known about the development that has already been approved to build a 9 storey apartment complex. I would hereby like to express my utter dismay about the lack of consultation by the Developers and also by the City of Melville, and I would hereby like to raise the following concerns related to the rezoning of Kardinya. Over the past 15 years I have seen massive changes to our neighbourhood such as a increase in the volume of traffic on South Street, and I foresee a massive increase in parking issues on surrounding streets, as well as a further increase in traffic noise for the residents of Kardinya that have properties bordering on South Street. An increase in the number of storeys would have an imminent impact on privacy of residents bordering on the Kardinya Park Shopping Centre. As a Rate Payer I am begrudged and would like to express my dissatisfaction with the Council of the City of Melville. Before approving this application, please put yourself in the position of the Rate-Payers of Kardinya	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
200	O	I would like to submit my strong objection to the rezoning of the Kardinya area submitted by the developers of the Kardinya shopping centre. Increase in traffic would be enormous. The demographics of the area will change with high rise developments as will the socio economic profile of the area change. This would not be conducive to the already established community environmental profile of the area. This change would also devalue our homes. I strongly object to this submission in its entirety.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
201	S	I am a Melville Ratepayer and write in support of the proposed Kardinya District Centre Activity Centre Plan (ACP). The reasons for my support are: 1. The ACP will allow for greater housing diversity within the precinct. 2. It will also assist in supporting the redevelopment of the retail and commercial properties within the centre.	Noted.

		3. It will bring with it long-term infrastructure improvements including: footpaths, street trees, public transport and lighting improvements. 4. The attached analysis by Colliers reveals the potential for value-uplift in surrounding areas. In summary this advises; • The proposed redevelopment and expansion of the Kardinya Park Shopping Centre will provide a significant uplift in amenity to the area • The presence of an entertainment precinct centred around a new cinema complex, food and beverage offering, medical precinct, additional supermarket and specialty retail tenancies will provide an additional attraction to the catchment area. • The benefit from completion of the centre redevelopment proximity and the resultant increase in amenity is expected to positively affect values to the immediate surrounding area. • The Activity Centre Plan, as provided, generally affords an increased densification from the existing zoning which will also assist to accommodate the sector of the market that values co-location and proximity to the revitalized and expanded centre. • The analyzed Activity Plan and Structure Plan areas comprising the Riseley Centre Structure Plan, Melville District Activity Centre and Melville City Centre Structure Plan, have predominantly reflected increases in property values over the period from initial public notification to final endorsement by the Western Australian Planning Commission. • The value outcomes for properties within these areas varied, dependent on the previous zoning and the final approved zoning, the highest and best use of the site and the ability to offer contiguous allotments to 'unlock' a suitable development outcome. • Strat titled residential properties showed value uplifts of up to 20%, with single residences, located on green titled allotments and having development potential, showed values uplifts of up to 60%. 5. It is likely to hasten the redevelopment of the "old Lot 16" neighbouring property to the Kardinya Park Shopping Centre. Please note that my firm 'Metway Real Estate' manages both the Kardinya Park Shopping Centre and also premises in the commercial complex at 19 South St, Kardinya.	It is noted that the other Activity/Structure plans referenced do not promote densities as high as has been designated in the proposed Kardinya ACP with the highest density being R100 in the Melville City Centre Structure Plan and lower densities in more comparable ACP's at Melville District and Riseley Centre.
202	O	I am very much against rezoning and to the excessive height of buildings, and overlooking privacy issue results from high buildings in residential areas like Kardinya and surrounding suburbs. Developers look after there own interests and then go to their next location, all they are interested in is to make money at the expense of local people and family friendly areas. As usual a poor consultation process by developers so they have less resistance to do what they want not what the people and the area wants, the increase in the number of residence and traffic is also a concern for a family friendly environment.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
203	O	I strongly object to the rezoning of parts of Kardinya as outlined by the developers of the Kardinya Shopping Centre in their application for an Activity Centre Plan for the Kardinya District Centre. The reasons for my objection are as follows: 1. The proposed rezoning will increase the height of the buildings in the suburb and therefore the density of the suburb 2. There will be increased traffic flow on small, quiet suburban streets 3. The suburb will lose portions of tree canopies that will impact shade, birdlife, the natural environment and increase temperatures 4. There will be adverse changes to the family-friendly character and demographics of Kardinya 5. There will be overlooking and privacy issues as a result of the higher buildings	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		I have lived in Kardinya for the past nine years and have loved being part of such a quiet suburb. I have had my three children while living in my house and place great value on them growing up in Kardinya the way it currently is. I do not wish for these changes to take place and ask that you please strongly consider my objections.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
204	O	I am a resident and rate payer of the City of Melville and live in Kardinya. I strongly object to the rezoning of parts of Kardinya as outlined by the developers of the Kardinya Shopping Centre in their application for an Activity Centre Plan for the Kardinya District Centre. The reasons for my objection are as follows: 1. The proposed rezoning will increase the height of the buildings in the suburb and therefore the density of the suburb 2. There will be increased traffic flow on small, quiet suburban streets 3. The suburb will lose portions of tree canopies that will impact shade, birdlife, the natural environment and increase temperatures 4. There will be adverse changes to the family-friendly character and demographics of Kardinya 5. There will be overlooking and privacy issues as a result of the higher buildings I have lived in Kardinya for the past nine years and have loved being part of such a quiet suburb. I have had my three children while living in my house and place great value on them growing up in Kardinya the way it currently is. I do not wish for these changes to take place and ask that you please strongly consider my objections.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted.
205	O	I just found out about the plans for Kardinya Shopping Centre that have been approved and the plan to re-zone parts of my suburb, Kardinya, without reasonable consultation over an extended period of time. I am very angry that you have kept these proposed changes relatively quiet - each Kardinya resident should have received a letter to announce proposals. I certainly did not receive notification; this is a grave lack of care and I would wonder why things are being done this way. I understand that the developers of Kardinya Shopping Centre are not satisfied with their greed, and hope to develop the shopping centre site with a possible 15-20 storey apartment development which they might be able to do, contingent if parts of Kardinya are rezoned. It appears that the rezoning of parts of Kardinya to include 3- 5 storey high rise apartments in our residential areas is concern for the profits of developers rather than the health, safety and atmosphere of Kardinya residents. I have only just heard about this rezoning. I believe you have not fulfilled your obligation to let Kardinya residents know of this change and it should be the residents who are affected who should decide, not councilors who couldn't care as they live in areas unaffected. See what would happen if you chose some areas of Applecross away from Canning Highway, or other suburbs distant from either Leach Highway or Canning Highway - they would want to preserve their own environments free from developer encroachment. I am not happy with what you plan and how you have gone about it. I am totally opposed to rezoning Kardinya, aside from what has already been approved for the development of Kardinya Shopping Centre, with a limit of 9 storeys to the apartment complex there. My reasons are: 1. Overcrowding which leads to the degradation of the environment. 2. More noise from the street and cars. 3. Once this rezoning has occurred, we shall be fodder for developers and that will change the nature and feeling of the suburb. Look at the ugly mess in Victoria Park. 4. Parking will become an issue, especially with an increase in visitors to these apartment blocks. 5. We still have patches of nature - rezoning means the further degradation of our environment, especially of bird life and important shade.	Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. As the submitters property is not within this area a letter was not sent to that property. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		6. I do not believe that developers care about the residents, and this greed will take off with further degradation for the sake of money. It doesn't look like you are concerned about this. I am totally opposed to the rezoning of Kardinya in any way. Also, you had plenty of time to connect with the ratepayers of our area, and you haven't done so in a timely way to allow true transparency. Would you like a 5 storey apartment block to be built next to you with almost no consultation? I hardly think so. Melville had a reputation for caring for its residents; I have doubts now.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
206	O	I am strongly against this proposed ACP. We chose to build a new family home here after careful consideration and our decision was based on this being a quiet, family friendly area of Kardinya where we felt safe. Proposed dwellings of up to 5 storeys high do not in any way fit into this neighbourhood and would cause a huge increase in traffic congestion and pollution to say the least. Myself and my family do NOT support this project.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
207	O	I am writing to express my strong objections to the proposed Kardinya Activity Plan, specifically the re-zoning to allow 4 storey building in the residential area. I moved to Kardinya when I was 6-weeks old and my family found, not only a house, but a street to call home. I was lucky enough to grow up in Hodgson place, a street with a wonderful cluster of trees, grass oval and now a small playground on my doorstep. Growing up, the parks of Kardinya were an extension of my back yard. I rode my bike around the streets with friends; I walked to Kardinya Primary School and have played at Melville City Hockey Club since I was 5. My street and its surroundings are peaceful, and parents let their children play in the park with their neighbours constantly, with full knowledge that they are safe. The proposed Kardinya Activity Plan will completely alter the atmosphere of Kardinya, from the one that we all love. The building of 4 storey apartment blocks and dwellings will lock in the homes of so many residents and the lives they have built in the community. My family has rebuilt on our block, adding further renovations such as solar panels and a pool, in order remain in the street we love. If the planned proposals go ahead, these will be over-shadowed and in plain view of multi-story dwellings, directly affecting our right to privacy and removing the sustainable contributions we have made. Currently, we have a suburb of greenery and beautiful clusters of trees filled with birds. The increased development in the suburban streets will replace the regular sounds of kookaburras with that of increased road traffic and anti-social behavior. The increased road traffic and parking requirements, as a result of this intense development, not only exceeds the capacity of current streets but also endangers children as they play in the local streets and parks. My family has not only created a home at number 7 Hodgson place but sense of community among our neighbours. For Anzac Day we held an intimate ceremony, which included a street orchestra, with some of the streets oldest members wearing their medals alongside residents still in kindergarten. Last week our street had a community barbeque with mulled wine in a resident's driveway while watching the children play basketball in the street. That is the community Kardinya is and the one that we all love. The proposed Kardinya Activity Plan not only jeopardizes the emotional and financial investments that my family has made in our home at number 7 Hodgson Place,	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		but also in the broader community that our little street is only a small part of. I request that the Council ceases any proposed rezoning activities for this area and submit my objections.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
208	O	I am worried about the scale of this development; I think the apartments shouldn't be as high as planned in the ACP. So many high buildings will make the area feel crowded and dark. I also think the scale of the development will result in a loss of tree canopy in the area. Kardinya needs more trees, not less.	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
209	O	The proposal to rezone parts of Kardinya will greatly impact our lives negatively and we strongly oppose due to the reasons stated below:- 1. Increased population density will change the demographic of Kardinya being a family-friendly and quiet neighbourhood. High density zones worsen traffic conditions, reduce air quality and increases noise pollution. All of these have long-lasting impacts on our health. Our local area has a relatively high proportion of elderlies and the planning committee must take into consideration the impacts on their wellbeing. 2. Buildings above double storeys would change the natural environment/landscape in our neighbourhood and also affect the privacy of the occupants. This affects our sense of freedom and indirectly, our mental health. 3. Overcrowding of suburban streets will further remove space available for recreational use. Recently subdivision activities have already led to reduction in green spaces and tree coverage as lot size gets smaller. At times increased traffic and parking issues are already problematic on local streets. The plan does not at all address environment offsets. We feel that the Melville Council and the developers have not allowed for sufficient time for local residents to express their concerns and the consultation process has been non-existent and opaque. There has been no targeted communications with the residents in the zone.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the

		The Melville Council cannot even fix power outages that are becoming more frequent every year. The solution is not to introduce more power users.	City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. This is not a matter under the control of the City.
210	O	I have reviewed the proposed rezoning of Kardinya have a number of concerns. Firstly, I consider that the consultation process by the developers has been poor at best. I saw adverts on Facebook and in the centre itself that proposal development was underway and then was sent the proposal today. While I would like to see the shopping centre, which is a bit dilapidated, redeveloped I do not see the need to increase the height of the building beyond nine storeys. That would already be the tallest building in the immediate surroundings and taller than buildings in large institutions like Murdoch University and Fiona Stanley Hospital and the Health Campus. Increasing the height to build more apartments would increase traffic and noise and create parking issues, overcrowd the suburb and possibly exceed the capacity of local schools (particularly Kardinya Primary). My main objection, however, it the proposed increase in the height of buildings outside of the shopping centre and in the quiet, low-density residential area. I think the maximum height for residential buildings beyond the shopping centre site should be two storeys. The is extensive scientific literature on the positive benefits of greenspace and 'boxing in' the greenspace in with buildings in excess of the current two storeys would significantly diminish the social amenity of the park. It would also have a detrimental impact on the floral and fauna communities. Please reconsider the building height for the areas surrounding the Kardinya Park Shopping Centre site and cap these at two storeys maximum to maintain the family friendly and relaxed atmosphere of the greenspaces, shopping centre and the suburb in general.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
211	O	I am writing to advise you of my concerns over the planned redevelopment of Kardinya. I live on a small subdivided block in Tanner Place and I brought this house because it was in a quiet, safe location. I have been in this house for 20 years and am not looking to move. My block is currently private but if the plans submitted are approved there is the potential for the property to be overshadowed and overlooked on 3 and a half sides. I don't want to lose my natural sunlight inside the house and nor do I want people looking in on my family through windows, in our garden and swimming pool. My main concerns are: • loss of privacy • being over shadowed and losing natural light	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		• new house being built right on the fence lines • increase in traffic and too many cars parking in the back streets • difficulty pulling out onto Gilbertson Rd due to the increased traffic • increase in crime I think Kardinya shops should be re-developed but not with a 20 story apartment block. This is too large for this area was many people have spent good money already redeveloping properties. Please keep the apartment block at the shops to a maximum of 9 stories and the surrounding streets behind the shops to a maximum of 2 stories only.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
212	S	- Support the ACP. - Will allow for greater housing diversity in the precinct. - Will support the redevelopment of properties in the centre. - Will bring long term infrastructure improvements including footpaths, street trees, public transport and lighting. - Attached report by Colliers reveals potential uplift for area. In summary this indicates that; • The proposed redevelopment and expansion of the Kardinya Park Shopping Centre will provide a significant uplift in amenity to the area • The presence of an entertainment precinct centred around a new cinema complex, food and beverage offering, medical precinct, additional supermarket and specialty retail tenancies will provide an additional attraction to the catchment area. • The benefit from completion of the centre redevelopment proximity and the resultant increase in amenity is expected to positively affect values to the immediate surrounding area. • The Activity Centre Plan, as provided, generally affords an increased densification from the existing zoning which will also assist to accommodate the sector of the market that values co-location and proximity to the revitalized and expanded centre. • The analyzed Activity Plan and Structure Plan areas comprising the Riseley Centre Structure Plan, Melville District Activity Centre and Melville City Centre Structure Plan, have predominantly reflected increases in property values over the period from initial public notification to final endorsement by the Western Australian Planning Commission. • The value outcomes for properties within these areas varied, dependent on the previous zoning and the final approved zoning, the highest and best use of the site and the ability to offer contiguous allotments to 'unlock' a suitable development outcome. • Strat titled residential properties showed value uplifts of up to 20%, with single residences, located on green titled allotments and having development potential, showed values uplifts of up to 60%. - Density increases should be focused on activity and transport nodes such as Kardinya Park Shopping Centre.	Noted. It is noted that the other Activity/Structure plans referenced do not promote densities as high as has been designated in the proposed Kardinya ACP with the highest density being R100 in the Melville City Centre Structure Plan and lower densities in more comparable ACP's at Melville District and Riseley Centre.
213	S	Please consider this a letter of support for the Draft Kardinya District Centre Activity Centre Plan. Any constructive initiative that may result in more trade has my support; it is my understanding this will result in more people living near the centre.	Noted.
214	O	I'm writing to you as I'm concern over the increase traffic issues on Gilbertson Road, which is already fairly busy as a residential street. With the Kardinya ACP, and expected increase in living density, what are the plans to ensure Gilbertson Road's traffic is sustainable?	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
215	O	The rezoning to build multi storey apartments will affect the suburb in many negative ways: - Increased traffic to quiet suburban streets, thus increasing the pollution in the suburb. - Destruction to natural flora/and green spaces surrounding the suburb. Negatively affecting the native wildlife and harming the habitats of the endangered Carnaby Black Cockatoo; listed by both the Federal and State Government. - An increase to population will also see a rise in crime, damaging the safe reputation Kardinya has.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		I implore you, the Melville City Council, to listen to these objections and to the residents of Kardinya.	Noted. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
216	O	I am writing today to strongly object to Kardinya being rezoned. I don't believe that the apartments at the new shopping centre should be more than 9 storeys. The residential area should never be over 2 storeys high. This is not why us locals live in Kardinya, if we wanted to live in high rises we would live in the city.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
217	O	I write to oppose the proposed Kardinya Activity Centre, both because of the damage it will do to our community and because it represents a destructive precedent for community planning in Western Australia. I understand that State Government legislation permits developers to submit such proposals. Unquestionably, that unfortunate provision will have to be dealt with as an issue in the next state election. In the interim, however, Melville City Council has an obligation to live up to its commitment to residents to promote community wellbeing rather than the profit-oriented interests of property developers. My specific objections to the proposal itself and the procedures through which it has been put forward are set out below. 1) The 'consultation' process for the Kardinya Activity Centre was both inadequate and inappropriate. The information sessions held by the proponents were promotional not consultative. Information provided was biased toward the purported advantages of the development and excluded consideration of the massive impact it would have on the character of the community and the overdevelopment of an area already experiencing heavy levels of traffic congestion along South Street and substantial intensification of residential development through local subdivision and medium density housing estates nearby (Kardinya Heights and Gallery). 2) The literature and presentations by the developers suggest that they are acting on behalf of Melville City and fulfilling a requirement for urbanising the suburb. In fact, the information letter from the City of Melville is worded in such a way as to suggest that such cooperation between the City and developers may indeed be the case. The letter from the City of Melville dated 20 July, 2020 states that: "The City has received a proposed Activity Centre Plan (ACP) for the Kardinya District Centre. Upon finalisation this will form the main town planning document for this centre and will provide the planning framework to guide future development of the District Centre." In my view the letter gives an entirely improper impression that this document or some modified version of the proposed ACP 'will' form the basis of Melville City Planning for our community. Such privileging of private interests cannot be a legitimate basis for community planning and decision-making. 3) The fact that the initial Kardinya Shopping Centre and apartment complex was approved prior to consideration of the Activity Centre Plan for Kardinya is another disturbing procedural issue that reflects the general marginalisation of public participation in planning. Again, that development proposal was poorly publicised, with only a very short period to make submissions. The developers pitched redevelopment of the Kardinya shopping centre, which most residents who were aware of the project approved, but underplayed the inclusion of the high rise apartment complex, which many of those who supported the shopping centre	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included

		redevelopment did not wish for their suburb. Despite deputation on behalf of residents - and what I understood from listening to the deliberations of the Joint Development Assessment Panel (JDAP) was Melville Council's recommendation that consideration of the development be deferred until an Activity Plan could be determined - the development was approved. Notably the vote was 3 to 2, with one of Melville's own Councillors, Matthew Woodall, casting a vote which resulted in approval. While he indicated some ambivalence during the discussion, he finally justified support on the supposed concession of a very minor reduction in apartment complex height from 12 to 9 storeys, which is entirely out of scale for a suburban area. Unlike duplex, unit or low rise apartment complexes (maximum 3 storeys), high rise developments are not appropriate for families, are not in keeping with friendly neighbourhood relationships that underpin genuine communities, and will undermine the natural aesthetic of the Kardinya area which borders important wetlands, and has an exceptional canopy of mature and old growth native vegetation. It is the role of our elected Council and officials employed by the City to provide for community wellbeing. The main objective of property developers is to maximise profits. These are two fundamentally different and often incompatible values. I sincerely request that the City of Melville oppose the Activity Centre proposal in the interests of the community of Kardinya, and also that the City undertake a thorough review of policies and practices on consultation and District Centre planning.	within the proposed ACP. As an ACP is required for a district centre under SPP 4.2 the City letter referred to is simply informing that when an ACP is adopted for the Kardinya district centre (whatever form it might take) it will then be the main guiding document for the district centre as per the requirements of SPP 4.2 as this is what the State Planning Framework requires. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority and is simply following the processes required under the regulations. District centre [planning is controlled by the above referenced regulations and the wider State Planning Framework, in particular State Planning Policy 4.2. Responsibility for these rests with the State Government and the City is required to apply and comply with these in planning for district centres.
218	O	Having lived in Kardinya for the past thirty three years and we wish to register our strong objection to the proposed re-zoning of a large part of Kardinya to allow 3-5 storey apartments in what are currently residential areas. Firstly we wish to point out that the developers proposing these changes have had a minimal community consultation process and clearly are not representative of the ratepayers and residents of Kardinya. We seek to have no further increase in the height of the shopping centre apartments above the already allowed nine storeys. Similarly we believe there should be increase in the height of buildings in the Kardinya residential area.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.

		Currently these are pleasant, green, rather narrow suburban streets with substantial tree coverage. Building 3-5 storey apartments will lead issues with increased traffic congestion, parking issues and major problems with privacy due to overlooking considerations. The loss of tree canopy will affect the natural environment reducing shade and birdlife. The family friendly character and demographic of Kardinya will be changed to a more urbanised and overcrowded zone. Fundamentally we do not believe the current layout of the streets can satisfactorily accomodate 3-5 storey buildings and that a simpler infill process will be more acceptable while achieving a satisfactory level of increased urban density as the population gradually increases. Please note that most recent predictions of population growth are substantially down from predictions of a few years ago. We urge rejection of the current proposal in favour of a much more inclusive community consultation about the future of Kardinya with a greater contribution from the current residents and ratepayers and much less from developers who have so far shown little understanding of the needs and aspirations of the Kardinya community.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
219	O	I am writing today to strongly object to Kardinya being rezoned. I don't believe that the apartments at the new shopping centre should be more than 9 storeys. The residential area's should never be over 2 storeys high. This is not why us locals live in Kardinya, if we wanted to live in high rises we would live in the city.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
220	N	We would like to be considered for the re-zoning R80 to the area due the proposal put forward from the owners of the Kardinya Shopping Center. If the proposal was done the City of Melville we would have been considered and included but due it been privately done we have not been included. So due to this reason we are asking to be added to the re-zoning of the area.	Noted. The submitter's property is located approximately 445m west of the district centre.
221	O	- Opposing rezoning of all dwellings within the 400 metre radius surrounding the shopping centre or any high rise dwellings in the area. - We the residents of Kardinya have major concerns regarding the application lodged for rezoning in our area. - We fiercely oppose this application, we believe as home owners that zoning for our area should remain at a maximum of two storeys high. - The shopping centre development should not be permitted to increase the apartment height beyond the approved maximum of the 9 storeys which residents feel is more than we were hoping for. - We feel we have an inadequate and misleading consultation by the developers with the community, had the residents known what the repercussions were from the revamping of the shopping centre we would have opposed it, knowing now what we have learned about rezoning of the blocks in the area. Major concerns and issues: - Lack of exposure from either the developer and or the councils proposal for this rezoning to include an Activity Centre Hub around the expansion of Kardinya Shopping Centre. - Residents do not feel there is a benefit to them with the ACP in the area and the beneficiaries will be the developers/investors. - Proposed rezoning aims to increase height of buildings and density of our suburb. - Increased traffic flow and vehicle emissions plus traffic noise in our quiet s uburb & streets will adversely affect our lifestyle and enjoyment of our area. - Street parking will become prevalent due to higher density living. - Loss of trees and flora with loss of bird life - Loss of privacy in our family friendly suburb will affect our lifestyle. - The impact on local residents if rezoning goes ahead will have an adverse affect on our lifestyle. - Questions if any of the apartments to be allocated / sold to the State Housing Commission.	The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Noted SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

			A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Noted Noted Unknown
222	S	Please consider this a letter of support for the Draft Kardinya District Centre Activity Centre Plan; most particularly we support increased population density near the centre.	Noted.
223	O	I would like to register my objections to the Melville Council approving multi storey developments and rezoning within the Melville area. Already rezoning has occurred allowing dividing of blocks within the shire therefore I feel there is no need for more multi storey apartments to be built. I have been advised that the development in Kardinya is looking for approval of 15-20 storey apartments. I believe this is totally unacceptable in Melville. My reasons objections are as follows: - NO PRIVACY Very intrusive of privacy with 100's of verandah's looking down on the existing homes. - NOISE Especially at night time whilst tenants are sitting out on their verandah socialising /smoking. - LIGHT Large buildings will put homes around them in the shade for most of the day. - VALUES Values of surrounding homes will fall. - FIRE RISK How will the Fire Department cope with a multi storey building – as in the UK Grenfell Tower they could not reach the top of the building. - TRAFFIC More traffic in a very busy part of South Street and North Lake Road. I believe there is no need for this in Melville and think no one including all the councilors and developers would like this to be built near them. This is just a form of revenue raising.	A private landowner has prepared the proposed ACP. The City has a statutory obligation to consider all ACP applications. The decision maker is the Western Australian Planning Commission. The City will provide a report to the WAPC recommending a decision the City considers is appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
224	O	Do not support the proposed ACP seeking to expand residential zoning increases to the dramatic extent sought by the proponent which serves to only justify the increase in retail NLA (RNLA) sought within the shopping centre site. Please refer to attached document outlining basis for objection. Request that the proposal is amended to: Modify the proposed R-Code Plan to reduce the expected residential dwelling yield by 50%. I.e. 1,216 dwellings →608 dwellings; Amend to the total RNLA cap being sought over the shopping centre site to reflect the reduced forecast growth in floorspace need in the trade area. We expect this would require the City to perform their own independent Retail Needs Assessment to review the assumptions made in justifying the increase in RNLA. Traffic Impact	Noted. Kardinya centre is identified as a district centre in SPP 4.2 which requires amongst other items identification of residential densities within the ACP area to deliver dwelling targets. The proposed densities are being assessed to determine the level of compliance with these requirements under SPP 4.2. A RSA was prepared and subjected to a peer review process as part of the JDAP determination of the application for redevelopment of the Kardinya Park Shopping Centre site.

		We submit that the increase in traffic volumes generated by the substantial extent and nature of anticipated expansion and development on the surrounding road network will be contrary to reasonable expectation of residents given road widening on Gilbertson Road is tabled in the ACP to manage traffic impact. The impact on traffic safety, pedestrian convenience and amenity of residential area surrounding the shopping centre is likely to exacerbate existing inadequacies and congestion of Gilbertson Road. The applicant TIA analysis concludes that the intersection of South Street and Gilbertson Road may deteriorate due to the increase in regional traffic. The applicant's response is to require the widening of Gilbertson Road with land taking of private land being the appropriate response to facilitate the additional RNLA. At the same time the TIA apparently concludes that there will be a predicted lowered car dependency suggesting the performance of this intersection (Gilbertson/South) could improve citing a 'potential' decrease in 60% possibly occurring per household. We find the assumptions made in the TIA and ACP justification are entirely academic bear little regard to pragmatic considerations such as the use of public transport, as well as the viability of apartment development and the need to amalgamate sites to achieve plot ratio available under R-Codes Volume 2 and the financial barrier to amalgamation. The increased densities proposed in the ACP are self-servicing and at the expense of the amenity of the location. ACP Preparation Lacking Independence The estimates of the future number of lots/dwellings in the area covered by the plan and the extent to which the ACP provides for additional dwellings is flawed. A substantial length of Gibertson Road, is zoned R50 and has enjoyed this density for some time. Despite this, the utilisation of this additional density available has been very low. Justifying the increase in retail floor space on the assumption the rezoning of the surrounding areas will lead to full utilisation is flawed. The City of Melville must seek independent qualified advice to review the assumptions made in the applicants technical reports which has supporting the preparation of the ACP We appreciate the opportunity to comment on the proposed development at Proposed Activity Centre Plan for Kardinya District Centre and trust that the submission will be given proper, genuine, and realistic consideration. In determining the suitability of the ACP, the question before City, is whether anticipated dwellings growth assumed will be actually created, or whether it will lead to fragmented development in the catchment area. We submit that the ACP proposed incorrectly anticipates a level of growth to support an increase in RNLA that will not be achieved.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Kardinya centre is identified as a district centre in SPP 4.2 which requires amongst other items identification of residential densities within the ACP area to deliver dwelling targets. The proposed densities are being assessed to determine the level of compliance with the requirements under SPP 4.2.
225	O	I am writing to express my concerns with high rise development in the Kardinya District. One concern is the increase in the traffic on South Street and Gilbertson Road. More traffic lights stop the flow of traffic. Already in Kardinya when a dwelling is demolished, we have three places (units) built. Most places have more than one vehicle. Already we have approval for nine storey apartments (units) in the shopping area. Does everyone want to live on major roads? I believe that there are many apartments vacant between here and Fremantle. For the council or planning committee to approve three level apartments on the average block in Kardinya will certainly change the character of Kardinya and not for the better.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
226	O	I moved here to be in a quiet area no overcrowding no problems with traffic, parking, overlooking issues, visual nasty buildings at silly heights. This proposal would introduce different non friendly demographic type of people increasing burglary, robbing and attacks on the aged and vulnerable. I strongly object to height of the apartments proposed and be left at 9 storey at shopping centre and no increase in height of buildings in Kardinya (No 3-5 storey).	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.

227	O	I strongly object to re-zoning our suburb to allow these taller buildings. This suburb is ALREADY one of the most highly populated suburbs south of the river and there are very few of the original blocks left. Almost every house has already been knocked down and TWO built in its place. People need space to breathe and to exist. This is a suburb not an inner city housing project. Please do not allow this to happen.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
228	O	I have watched with excitement the news of the shopping centre redevelopment; however the current application to re zone the centre to 15-20 storeys, and the surround to 5 storeys has me very concerned. The ensuing traffic chaos and congestion, huge loss of vegetation are a major concern for me at an already busy intersection. I urge you to please not approve the current proposed rezoning by developers.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
229	O	I object to the re zoning of Kardinya for these reasons: - Excessive height at shopping centre - stay at 9 stories. - No increase of height in residential area. - Increased traffic a concern. - Overlooking privacy issues. - Overcrowding	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
230	O	I wish to state that I strongly oppose the ACP being considered for Kardinya. The consultation process has been very poor and local people have had to step in with their own time and at their own cost in order to advise as many residents as possible about what is happening. I object to the height of the shopping precinct apartments being increased from the present 9 storeys and I object to the R Codes being changed to allow high rise within the suburb. The traffic issues in the area are serious and such an increase in population will make this situation worse. The streets are narrow and there are many cul-de-sacs which will make the parking difficult. Kardinya already has	Noted. Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of

		considerable urban infill and there already has parking issues because of this. We do not need anything that will make this matter worse.	Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
231	O	I am totally opposed to the ACP being considered for the suburb of Kardinya. Kardinya has been our home for 39 years and has always been a family friendly quiet suburb. In recent years considerable urban infill has occurred and the community has adapted well to the changes. Young families have returned to the community and this has been encouraging. However, some parking issues have occurred. South Street is a busy highway currently very crowded and with the Fiona Stanley developments traffic flow will be increasing. The introduction of high rise into our community will change the family friendly nature of the suburb and the traffic and parking issues will increase significantly. Our area will be very overcrowded and the traffic increase will not suit the many cul-de-sacs in Kardinya. High rise is better associated with inner city living, not suburbs. People attracted to suburban life tend to be families, and singles and couples without children tend to be attracted to high rise apartments. Leave Kardinya for families and take the high rise to city areas. I am totally opposed to the height of the apartments within the shopping centre being increased – 9 storeys is already too high. I am totally opposed to the ACP and the rezoning of Kardinya.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
232		I strongly object to rezoning for 3 - 5 storeys high rise apartments in Kardinya's residential areas. That there will also be no increase in the height of the approved 9 storeys Apartment complex at the shopping centre The changes will have an adverse impact on the family-friendly character of the suburb. Recent information on high rise apartments showed poor outcomes for the surrounding environment and birdlife.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
233	O	Impacts incurred by the proposal involve: Traffic I drive to work in Applecross each morning and have seen the impact of the new high rise apartments there. Traffic has been degraded since the establishment, making the duration to travel 500 meters on Canning highway is longer than the rest of my trip from Kardinya. I often have to take detours through quiet Applecross streets to avoid the traffic.	Noted. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		If the development takes place, the traffic will flow onto existing quiet suburb streets while causing similar congestion. Identity of the neighbourhood The proposal challenges the identity of Kardinya. Currently Kardinya is seen as a family suburb, a place that I was raised and plan to raise my own family in, with quiet parks such as Morris Buzzacot and the plethora of birdlife in Frederick Baldwin park. The proposal changes the very identity of the neighbourhood from a family suburb to a high density urban area based on feeding demand into the future shopping centre. Many of the residents chose to buy into and live in Kardinya due to this quiet family identity, if we wanted to live in a dense apartment filled suburb, Claremont may be more appropriate. Considerations will be made on the impact on local resources and services such as schools and medical facilities and the changes in the demography of the residents. Aesthetics Similar rezoning has occurred near Garden City Booragoon, we see the results of this on Riseley Street. One storey houses sandwiched by two austere five storey apartments. Loose laundry dries on the front balcony of the apartments, while a for sale sign stays fixed outside the apartments like a permanent landmark waiting to sell "the dream". This is not the future and image of Kardinya that we want. Benefits to the community The cons outweigh the benefits to the community. The proposal cites a benefit in the rise in our house property prices from the development and opportunities monetary to profit but I can see very little actual benefit to the local community. We have been fed with misleading and inadequate consultation by the developers prior to this - initial understanding was for only a revamp of the shopping center with no consultation with the community or having their interest in mind. It was only recently understood after reading through over 100 pages of the proposal that they plan to build over nine story in the area. The email provided in the information letter also doesn't work (planningsubmission@melville.wa.gov.au). If there is a lack of feedback, that may be a factor. I hope in the future I can wake up in the morning and have a coffee in my backyard to be able to see over the horizon without apartments looming over, I hope to go for my daily walks to the quiet parks without stopping to dodge traffic, and I hope my concerns and the concerns of the community are taken heed to in the approval process as the changes are irreversible.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
234	O	I strongly disagree with the proposed Activity Centre Plan which in truth is just rezoning and I do not believe as a community we need this rezoning. I do not want to lose this lovely leafy suburb in which I live. I do not believe that we need the extra shops, pool, cinemas or apartments as it will only increase traffic and Kardinya Shopping is busy enough now without more traffic.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
235	O	This development is absolutely ridiculous. The roads will get way more congested and will not be able to cope. The heights of the buildings are too excessive and should only be 2 storeys to let the sunlight through. The suburb will be too overcrowded and have major parking issues. Children won't have any backyards to play in. Loss of trees will impact on the birds and nature.	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
236	O	I have been a resident homeowner in Kardinya for over 10 years. I strongly object to the excessive height of proposed apartments. There should be no increase to the current 9 storey apartments at the shopping centre. In addition, the height of buildings in Kardinya residential area should definitely not be increased. I am concerned this	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.

		will overcrowd the suburb and increase traffic congestion already projected with the Kardinya Park redevelopment. Please do not rezone Kardinya.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
237	O	I strongly disagree with the ACP for Kardinya District Centred because I feel we do not need more infill bringing with it more traffic congestion. We do not need buildings above 3 storeys because it just causes issues for neighbours, such as loss of sun to individual houses. We need to keep Kardinya as a lovely leafy suburb for shade purposes and also a haven for birds. The City of Melville is one of the very best places to live with its lovely neighbours and cool leafy streets.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
238	O	I am against the planning proposal for ACP Kardinya district Centre. I don't believe we need more infill into the area causing traffic and parking chaos. It will take away our much needed trees for birds and nature. Building anything above 2 storeys will take away our privacy	A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
239	O	**COMMENTS ON THE ACTIVITY CENTRE PLAN FOR THE KARDINYA DISTRICT CENTRE.** Thank you for the opportunity to comment on the Proposed Kardinya District Centre Activity Plan (ACP). On receiving the letter from the City of Melville dated 20 July 2020, this was the first time we learnt about such a proposal. We strongly oppose the ACP. We were already aware that the Kardinya Shopping Centre was approved for redevelopment and were supportive that a refurbishment and improvements, with some expansion, would be beneficial. At the time, there was no mention of the ACP and rezoning of residential properties. 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. The consultation section of the proposal claims on page 17 that a number of engagement activities were undertaken for the ACP, however, we did not receive any communication through flyers or door-knocking or any correspondence to inform us of an online survey or drop-in session. Considering our property has been included in the ACP, efforts should have been made to ensure that we were consulted. It is noted that 46 people were surveyed - this does not represent an adequate sample size. The results were then paraphrased with the summary (page 17) that "Overall it was observed that community members were interested in future plans of the Activity Centre with most appreciating the need for in-depth investigations to	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The proposed boundary of the ACP is being assessed to determine its compliance with SPP 4.2.

		accommodate a growing population". This is very misleading as it does not reflect the majority of the community and disregards the issues that have been raised. We do not consider the ACP in the better interest of the community. A developer should not be given authority to make decisions on rezoning residential properties, with the purpose of increasing revenue to a business venture and, in doing so, having disregard for the livelihoods of existing residents. It is difficult to recognise any motivation for the proposal, other than the purpose to increase density to ensure the development hasn't been over capitalised and maximum profits are realised. It would be detrimental to prioritise preferences of a developer over the everyday livelihoods of the Kardinya residents. A developer should not be given control over large scale residential zoning that has been in place for existing residential areas. There is no discussion in the proposal about existing residents and how the ACP would be beneficial. The developer appears to be more concerned with bringing in new residents. The developer makes a number of sweeping statements to the benefits of the ACP, however, fails to address how the existing residents would benefit beyond "Residents within the Residential Precinct will enjoy high levels of access to commercial facilities and services" (page 15), this does not acknowledge existing residents on balance with their concerns. The developer does not address any of the issues raised and does not identify or provide any information on how they would respond to any perceived risks. For example, the developer vaguely mentions one issues raised with respect to increased risk of anti-social behaviour (page 17), however does not provide any response to how it proposes to deal with this issue. The statement on page 9-10 notes that "The Scheme Amendment will also seek to remove 'single storey residential character of the premises being retained' given this will impede future redevelopment opportunities and will not be consistent with the intent of the ACP. Given the site is not of local or State heritage significance and therefore is considered unnecessary to be retained". This is an insensitive statement again inferring that the developer is concerned only with new residents. The developer does not consider existing residents and their preference for the character of the suburb and takes a bias approach to the developer's preference for "urban" character. Again, there is no acknowledgement of existing residents and what they value about living in the Kardinya area. The SWOT analysis on page 18 reads heavily weighted on Weaknesses and Threats, especially considering the Opportunities lack substance or appropriate justification and the Strengths do not contain any remarkable benefits. **Comments guided by the SWOT analysis follow below:** Weaknesses • Older housing stock detracting from the look and feel' of the area; • Current lack of the amenity and vibrancy for the Activity Centre with limited range of activities and entertainment uses; Maintaining look and feel of the area is important to current residents and is what makes the area a desirable place to live. We came from an area in East Fremantle with high density, busy roads and bought our house in Kardinya because of the peaceful family-friendly community feel. Not everyone likes modern looking housing stock. Kardinya is close to many areas of activities and entertainment uses including Fremantle and other shopping centres, such as, Westfield Booragoon and a variety of businesses in the Melville, Myaree and Bull Creek areas. • The Core precinct environment is dominated by busy roads and large car parks; • Car and traffic-dominated environment; The proposal will only increase traffic flow further on those roads as well as the current quiet suburban streets. • South Street and North Lake Road act as barriers to movement in north-south and east-west directions (and vice versa) particularly for pedestrians given the deficiencies in the pedestrian environment. • Poor pedestrian and cycling environments that are perceived to be unsafe and unpleasant; • The sloping topography impacting on accessibility throughout the Centre; • Poor universal access (i.e. footpaths, pram ramps, other pedestrian amenities); Access would be considered crucial. If people cannot easily access the Centre, then what is the point?	Noted. Noted. The Planning and Development (Local Planning Schemes) Regulations 2015 allow for a private landowner or the local government to prepare an ACP. Where an ACP is prepared by a private landowner and submitted to the City, the City is required under the regulations to advertise the proposed ACP, undertake an assessment of the ACP against the planning framework and make a recommendation to the WAPC which makes the ultimate determination of the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. Should modifications be proposed to the ACP it is expected that these modifications will also be further advertised before a final recommendation is forwarded to the WAPC. Noted. Noted. Noted.

		• Lack of mature trees and shade over pedestrian footpaths; and • Poor quality landscaping. Established street trees and landscaping is noted as a Strength, so it cannot also be a Weakness. Threats • South Street and North Lake Road will remain busy Regional Roads carrying large amounts of traffic (including freight traffic) with noise and dust impacts and limited ability to increase volumes; Agreed. As noted above, the proposal will only increase traffic flow further on those roads as well as the current quiet suburban streets. The above threat contradicts the statement on Page 12 “To provide a density that will support the viability and vitality of the Centre and will support public transport infrastructure and reduced car use”. There is no evidence that car use would be reduced. • Attracting quality investment into the Centre to ensure high quality built form and development potential is actualised; • Economic climate may result in an under-development of the Centre with community preference for grouped dwelling developments rather than multiple dwelling developments due to low-socio-economic stigma associated with multiple dwelling developments; Furthermore, regardless of surrounding density, we question whether such a development is considered feasible, considering Westfield Booragoon Shopping Centre is currently struggling and a number of their stores are becoming abandoned. Also their plans for an associated high-rise apartment building failed. With reference to the statement on page 12 again, “To provide a density that will support the viability and vitality of the Centre and will support public transport infrastructure and reduced car use”, the Kardinya Shopping Centre Development should not have been approved in its current form if the development was dependant on rezoning. In the current economic climate, stores are closing rather than opening and we have concern whether now is the time to be undergoing the already approved Kardinya Shopping Centre development let alone expansion to an ACP. The developers have already forced out current business in the shopping centre to make way for redevelopment and for quite some time there has been a number of empty stores. The section on Economic Growth (page 16) is two sentences, which contain no figures or modelling to support the claims. • Funding for improvements to streetscapes, landscaping and other public realm improvements. The City would need to consider potential capital works projects against long term financial plans and budgets or potentially implement a special area rating to provide for streetscape enhancements. Why should the City have to provide funding to improve streetscapes and landscaping to suit the taste of the developer? Opportunities • Under-capitalised and moderately large development sites; • Potential views to the City skyline from upper storeys due to topography; • Increasing property values in the vicinity; • Large area of at-grade shopping centre parking areas; • Provision of future dedicated bus lanes on South Street to enhance public transport use; and • Need for housing diversity and housing stock suitable for key workers such as hospital, university and hospitality/retail workers, student housing and elderly. The above Opportunities identified by the developer do not contain any significant benefits to the community. There is no evidence that the ACP would increase property values, conversely, it has the potential to decrease property values with excess cheaper high-rise apartments lowering demand. Furthermore, in the current COVID-19 environment, such excessive high-rise apartments and increased density is irresponsible and presents a high-risk to the health and wellbeing of the community. What confidence is there in the developer to deliver? Have they previously proved the claims in this proposal through successful previous developments?	

		We believe that the City of Melville currently has a positive reputation with the community, however, approval of such a proposal may have a high risk of loss of trust in residents. When balancing all of the above, we do not believe there is appropriate justification for the proposal at this time and in this area. In a better economic climate there may be some merit in the proposal, but in another unestablished location that does not impact existing residents. In summary: • We believe that the consultation process by the developers has been very poor; • We strongly object to the excessive height (there should be no increase in the height of the apartments at the shopping centre beyond the approved 9 storeys and no increase in height of buildings in Kardinya residential area, no 3-5 storey buildings); • We have concern over resulting increased traffic and parking issues on quiet suburban streets; • There may be overlooking privacy issues; • We are worried about anti-social behaviour and the potential for increased crime; • There may be potential impact to our leafy green street and effects on wildlife and the natural environment; and • Consider there would be adverse changes to the family-friendly character and demographics of the suburb. With consideration to the above, we do not support the proposal for an ACP.	

			The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
240	O	Firstly, I would like to register my extreme disappointment that the Kardinya ACP document that was recently circulated to homeowners and residents surrounding the Kardinya Shopping Centre is not the same proposal as the planning notification displayed at the Kardinya Shopping Centre for public information earlier this year. This current proposed ACP development affects a much larger residential area than the original notice, with higher and denser residential zoning impacting a far greater area up to and including imposing on Morris Buzacott Reserve. No longer will Kardinya be a family friendly suburb where children are able to safely walk/ride to school and recreational activities in the Morris Buzacott Reserve vacinity. The whole nature of our suburb and it's character will necessarily be destroyed by such a development. For example, the ultimate destruction and removal of street trees which will be necessary for this proposal to be implemented will impact heat minimizing shade and visual appeal of the suburb. In addition, increasing the height of residences to 4 storeys will further increase temperatures by reducing natural airflow, and limiting access to sunlight, severely impacting those proactive in installing photovoltaic power generation systems to minimize their carbon footprint. The originally publicised proposal to renovate the shopping centre and provide some higher density accommodation options in it's immediate area was restricted to a much smaller envelope. One can only hope there is no intent to deceive residents and ratepayers by now considering a far greater impact development proposal! Please restrict the development and rezoning impact to the smaller area as per the original proposal and do not approve the Proposed Kardinya District Centre Activity Centre Plan as has been circulated for comment Monday 20 July 2020.	Noted. The previous proposal was a development application was for the Kardinya Park Shopping Centre property only. This has been approved by JDAP. The current proposal is for an Activity Centre Plan for the district centre (which includes the Kardinya Park Shopping Centre property) and its surrounding catchment as per the requirements of SPP 4.2. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment.

			The Planning and Development (Local Planning Schemes) Regulations 2015 allow for a private landowner or the local government to prepare an ACP. Where an ACP is prepared by a private landowner and submitted to the City, the City is required under the regulations to advertise the proposed ACP, undertake an assessment of the ACP against the planning framework and make a recommendation to the WAPC which makes the ultimate determination of the ACP. The City has a statutory obligation to consider the ACP proposal and provide a report with a recommendation to the WAPC which is the determining authority.
241	O	I wish to object to the over development of the Kardinya shopping centre. We don't need large high rise buildings. No increase in the height of the apartments, stay at 9 storeys. No 3-5 storey buildings in the residential area. Overlooking and privacy issues. More buildings mean less parking at the shopping precinct. Increased traffic on our streets. The consultation by the developers has been less than satisfactory.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
242	O	It's an abomination that there has been lack of consultation with local residents by council or developers on wanting to rezone the area to high rise density living. Council should shoulder more responsibility as we are ratepayers who help to provide finance for its upkeep Such absurd ideas will further divide residents. Changes in the area have had little response to residents complaints in the past going back to building of a roller rink and probably did not last as long as it did to build. Probably no consideration is given to traffic flow or parking in slightly outer area There has been a three storey mixed use built on Gibertson road an absolute eye sore just imagine more of the same or as developers wanting higher God forbid this should happen Will cause havoc for children attending school on foot and the elderly Increase in traffic since Aldi opened has become phenomenal There has been a decrease in amount of birds in the area Who are these developers wanting to ethically divide our community Who can imagine 20 storey high building on Coles site cascading over whole area. Please do not subject us to this nightmare	Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, which includes the submitters property, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area.
243	O	I am totally opposed to any rezoning of the area around the Kardinya Shopping Centre. Kardinya already has sufficient commercial services. The redeveloped Shopping Centre, approved misguidedly, will be a crass, dominating eyesore. We do not want to be overwhelmed with more shops, high-rise blocks, people and traffic	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

244	S	Please consider this a letter of support for the Draft Kardinya District Centre Activity Centre Plan. We are tenants of the Kardinya Park Shopping Centre.	Noted.
245	O	It is an abomination that there has been lack of consultation with local residents by council or developers on wanting to rezone to high rise density living. Council should show more responsibility to ratepayers. Such absurd ideas will further divide residents. Changes in the area have had little response to residents complaints in the past going back to building a roller rink und probably did not last as long as it did to build. No consideration is given to traffic flow or parking in slightly outer area. There has been a three story mixed use built on Gilbertson road an absolute eye sore just image more of the same or as the developers wanting higher. Will cause havoc for children attending school on foot and the elderly. In crease in traffic has become phenomenal since Aldi opened. There has been a decrease amount of birds in the area. Who are these developers wanting to ethically divide our community. Who can image 20 story buildings on Coles site cascading over whole area. Please do not subject to this nightmare. Solar panels will loose efficiency.	Public consultation has been undertaken in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 with the City applying State Government COVID exemptions to enable extension of the advertising period from the usual maximum statutory period of 28 days to the maximum allowable 42 days. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to all properties within the proposed ACP boundary, which includes the submitters property, properties immediately adjoining the proposed ACP, properties within 400m of the District Centre that have not been included within the proposed ACP. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
246	O	I absolutely object to the rezoning of Kardinya shopping centre to between 15-20 storey apartments. This is a local site that type of development with infringe on surrounding houses privacy, devalue their properties and cause untold traffic congestion on an already very busy area. I strongly oppose apartment levels of 5 stories in our local streets. Residential area is that not high density development. A maximum of three stories would be appropriate. Parking issues on quiet suburban streets would create a major problem. There are many young children in the area and traffic congestion would be unacceptable. This would impact on the family-friendly character of our suburb.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP’s be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
247	O	I most strongly object to the rezoning of Kardinya shopping g centre to between 15-20 storey apartments. This is a local site that type of development will infringe on surrounding houses privacy, devalue their properties and cause untold traffic congestion on an already very busy area. I strongly oppose apartment levels of 5 stories in our local residential area. A maximum of three stories would be appropriate.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP’s be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.

		Parking issues on quiet suburban streets would create a major problem. There are many young children in the area and traffic congestion would be unacceptable. This would impact on the family-friendly character of our suburb.	The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate.
248	O	First concern is the high density population. Covid 19 demonstrates that a high density of people is detrimental to a healthy lifestyle, stressful and high contamination risks. Against more than two storeys in height: one family per dwelling is ideal. Against bringing up children in apartments. A garden and a relaxing personal space is important for well being. Supports the development of the Shopping Centre. . 15-20 storeys is extreme and will negatively impact residents including traffic privacy and buildings of a scale not compatible with the area. Eye sore to be so high. 5-6 storeys is also excessive.	Noted. Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area.
249	O	I oppose and strongly object to an increase in the height of buildings in Kardinya residential area to 3-5 stories. The loss of tree canopy will impact shade, birdlife and the natural environment. The increased traffic will result in parking problems and increased omissions adversely affecting our family friendly environment and the demographics of the suburb. While we are excited to have our shopping centre developed it should not come at a loss of privilege or of lifestyle choices of the residents. The consultation process by the developers has been poor.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
250	O	I wish to register a very strong objection to the proposal to increase the approved height for apartment complex in the Kardinya Shopping Centre redevelopment and the proposed increase in the height of buildings in the Kardinya residential area to 3-5 stories. The increase in housing density will result in loss of tree canopy (which is already suffering from the current redevelopment of surrounding homes) and therefore bird life and will increase the temperature in our suburb. It will result in an increase in volume of local traffic which will ruin the ambience we enjoy . Our area is already surrounded by an increase in traffic on South St , North Lake Rd & Farrington Rd and do not need any further increase in traffic in our local area. We also have no wish to have our home and garden area spoiled by shading and noise from surrounding high rise and increase in housing density that would follow the implementation of these planning changes . Please retain our suburb current family friendly environment.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the “Centre” zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

251	O	I strongly object to the rezoning of Kardinya as my property is one that will be affected as the two properties next door can be 3-5 storeys under the proposed new zoning. The owner who rents the properties out next door has indicated he bought both of the property's for development in the future. As is indicated with the lack of maintenance and upkeep and over the years the caliber of residence that this type of neglected property attracts. It is an ongoing hit and miss as to who we get living there one thing in common nobody cares about the existing appearance and neighbourhood feel that Kardinya once had. I first hand know what it is like to live next door as in the past have experienced music of young teenagers partying, fights and cars coming and going all throughout the night as the rents cheap and nobody works and this is just with the two existing properties. As this property side is facing North lake Road the Developers would put the driveways there and the back alfresco would be next to our bedroom and bathroom walls. The present house side veranda and steps looks straight into our kitchen, bedroom and bathroom they are built up high should never have been allowed to have been built. We live in a goldfish bowl and no privacy imagine what it will be like when it is 3-5 storeys HIGH. There would be no room for visitor parking also as this end of the street is a cul-de-sac and T Junction so once again we the neighbours would be inundated with cars parking on our verges which has happened in the past and people driving through our lawn for a short cut. As my property is a rare complex of four single strata units in the future if I wanted to sell I would be disadvantaged as the value is low already due to only owning the building not the land and now further high rise zoning next door my property will have a huge financial impact. This is only my personal story but all the streets in the rezoning will have people with their own impact concerns. I have lived in Kardinya around 38 years and I loved our leafy family friendly neighbourhood so No to the rezoning.	Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment. A separate scheme amendment will be required to implement the final ACP including any rezoning that may or may not be required.
252	O	Strongly object to the development of the shopping centre. Excessive heights Don't want any further increase to height at shopping centre or residential area. Concerns with traffic, overlooking, loss of trees, impact to bird life, adverse changes to family friendly character and overcrowding.	Noted. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.
253	O	I strongly oppose any increase in the height and size of Kardinya. There is no parking for the current traffic travelling in the area. It will ruin what is a quiet, peaceful area to live in. This is not a good plan going forth therefore a 'no' vote is warranted for this proposal.	SPP4.2 identifies the Kardinya centre as a district centre and requires that ACP's be prepared for all district centres and that a 400m walkable catchment area be included within the ACP. The ACP is a strategic plan intended to establish a vision and provide guidance for the future development of the district centre and surrounding catchment The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

10 LATE SUBMISSIONS

Sub No.	Position on ACP S= Support 0 = object N = Neutral	Summary of Submissions	COM COMMENTS
1	S	- Please consider this a letter of support for the Draft Kardinya District Centre Activity Centre Plan. - The more people that live in our retail catchment the better.	Noted.
2	S	- In review of the Draft Kardinya Activity Centre Plan, it must be acknowledge the high calibre and incredible capital investment and confidence to invest in our town outlined in the Kardinya Shopping Centre Development Application. Now with the Draft ACP required to support the overall DA once again the privately owned shopping centre developer has engaged top tier consultants with Element undertaking the work. - The Draft ACP is highly detailed and well thought out, it looks forward into the future in an appropriate manner addressing the change in household demographics moving forward and respond to the critical State aligned policies. - The Draft ACP has balanced the correct level of density whilst staggering back into the lower density residential as required. The plan allows the main arterial road of South Street to mature in order to become the critical connection between the Fremantle CBD and emerging Health and Education precinct at Murdoch Train Station. The Southern suburbs in contrast to the Northern suburbs of Perth are long overdue for the private sector to show confidence in investment. This ACP will act as a catalyst for redevelopment in the City of Melville and other adjoining Councils. It will create a well-connected Perth and southern suburbs delivering housing choice, diversity of choice, and amenity which will provide a unique and incredible world class opportunity for all local residents. - All Shopping Centres need strong local population catchment, which has become even more evident during the COVID-19 pandemic with households now focusing on staying closer to home and supporting their local businesses as more choose to work from home. The Draft ACP will provide this opportunity to continue to deliver increasing population catchment over time and allow trade economics of the new Kardinya Shopping Centre to be robust and have resilience into the future. - The Draft ACP is critical in achieving a catalyst for investment, jobs, and a increase in rates into the future whilst giving the community the amenity it rightly deserves and is long overdue. The adjoining increase in residential redevelopment will occur over a decent amount of time, it won't happen instantly, it will be gradual and we have seen this throughout Perth. But there has to be a point at which density near high amenity Centres materialises at some stage. The Draft ACP shows the blue print to allow the adjoining residential redevelopment to occur when it is ready. - I give strong support to the Draft Kardinya District Activity Centre Plan, it is	Noted.

		sensible, well thought out and considers the greater Perth and Southern Suburb residents and businesses as it should do for an Activity Centre of this size and potential.	
3	O	- Object to excessive height - Poor consultation process - No increase to height of apartments in shopping centre - No increase to height of buildings in residential area - Concern over increased traffic and parking - Concern regarding overlooking / privacy - Loss of tree canopy and impact to shade, birdlife and environment - Adverse changes to family friendly character and demographics - Overcrowding	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP. The City has engaged with the community via Melville Talks on the City of Melville website, via a newspaper advertisement and on social media asking for feedback on the proposed ACP. In addition, Letters have been sent to: - all properties within the proposed ACP boundary - properties immediately adjoining the proposed ACP - properties within 400m of the District Centre that have not been included within the proposed ACP Should modifications be proposed to the ACP it is expected that these modifications will also be further advertised before a final recommendation is forwarded to the WAPC.
4	S	- As a home owner in Hamilton Hill & Fremantle as well as being a small business owner in Fremantle, I can't express how excited I am about the upcoming Kardinya District Centre. - I believe this will be a massive important to the area as I speak to people I believe the South St area from Carrington St to Kawana Freeway has be activated by the Hospital and University Precinct and we now are ready for the above Kardinya District Centre to really set the area apart from surrounding neighbourhoods.	Noted.
5	O	- Having read the planning proposals, I would like to register my comments regarding the Kardinya ACP and the proposed rezoning. - Firstly, I am not against the general redevelopment of the area, particularly if it is to increase the amenity and improve public infrastructure and transport. - However, I am completely against the high-rise nature of the development. The initial redevelopment of the Kardinya Park Shopping Centre included a 9 storey apartment design which I opposed - we all know that the developers will utilise various technicalities to get that up to 10-12 storeys. - Now, the Kardinya ACP is seeking to go to 20 storeys and increase residential building heights to 5 storeys in surrounding suburbs. This is not suitable in a predominantly single-house block residential suburb. - I attended the developers' display about the original redevelopment in Kardinya Shopping Centre. When quizzed about the heights, the consultants were evasive and disingenuous about the height possibilities. Surprise,	Noted. Heights proposed in the residential precinct are related to proposed densities. The densities and associated heights will be subject to consideration as part of the assessment of the proposed ACP including whether they are appropriate. The recent JDAP development approval for the Kardinya Park Shopping Centre site restricted residential development to 9 storeys. This provides an indication of preferred heights in the "Centre" zone area. A traffic impact assessment has been submitted and will be considered by Main Roads WA and the City as part of assessment of the ACP.

		surprise, when the ACP was released, the heights were even greater. 'Consultation' with the public was obviously for procedural purposes only in order to 'tick a box'. - In short, I am against the proposed height of 20 storeys for the ACP and the proposed rezoning of nearby residential areas to allow 5 storey buildings on suburban lots. I am concerned about increased traffic as a result of the far greater number of residents/visitors to the area as a result of the ACP. I hope that public transport infrastructure upgrades will alleviate some of the crowding but the proposed redevelopments would certainly lead to a loss of amenity as it now stands in a predominantly family house type suburb. In summary: - I support a contextual, appropriately scaled redevelopment of the Kardinya Park Shopping Centre. - I am against the high-rise nature of the proposals, particularly the rezoning to allow 5 storey buildings in residential streets but also the proposed 20 storey apartment complex on the Kardinya Park Stopping Centre site. - I am concerned about the traffic congestion that will occur unless there is significant public transport infrastructure improvement. - I am concerned about the overall loss of amenity in a predominantly residential suburb.	
6	S	- Please consider this a letter of support for the Kardinya District Centre Activity Plan. - We are told that it is likely to result in more people living near the centre which we support.	Noted.
7	S	- We are tenants at the centre and would like to write in support of the ACP. - We want more people in walking distance of the centre to help the centre and our business.	Noted.
8	S	- I support the proposed kardinya District Activity centre Plan. - It will be good for the area and the shopping centre.	Noted.
9	S	- We are tenants at the centre and write in support of the proposal. We have been told it matches State Planning Policy. More importantly to us, it will mean more people in walking distance of the centre and most likely an increase in property values for nearby property. - This will be good for business, good for the centre and its medium to long-term success and good for the broader community.	Noted.
10	S	- Please consider this a letter of support for the Draft Kardinya District Activity Centre Plan. - My cobbler business trades from there.	Noted.

Summary: Total of 10 late submissions with 2 objecting and 8 supporting the ACP.

Sub. No.	Position on ACP S= Support O = object N = Neutral	Summary of Submissions	Comment
1.	O.	• 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 a 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 appartments 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.	• Noted. • Submitter's property is at intersection of Bayliss Road and Townsing Road on western side of Bayliss. Thesubmitter's property is withinthe 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 withinm the ACP area, the western side is not and therefore there is no change proposed for the western side of Bayliss Road.
2.	O.	• 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.	• Noted. • Submitter was referred to Council report for detailed explanation of reasoning behind proposed modifications to draft ACP.
3.	O.	• Submitter initially made 3 separate submissions during engagement period. These have been combined following in italics for information. A final submission follows after. *(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* *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 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* *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 slightlyaffect 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.* *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 andneed its health benefits instead only to be overshadowed and cold.* *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.* *For the reasons described above we strongly oppose the current K.A.C. due to:* ○ *Overshadowing* ○ *Loss of sunlight for heating house and water* ○ *PV loss*	• 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 incongrueous 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..2.1*The 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 intial 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 (0 2.2.4 and 0 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

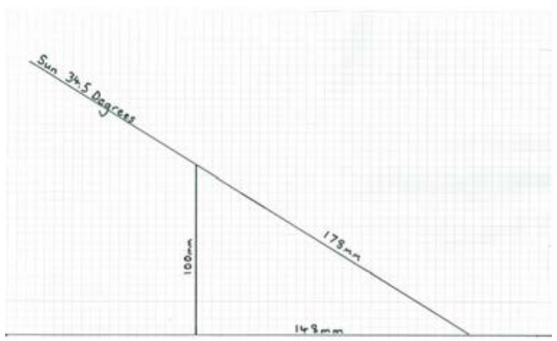
unlikely to change (0 2.2.1)

- 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.	• Happy to see the development! Looking forward to enjoy the new center!	• Noted.
5.	O.	• 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.	• 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.	• 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.	• 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.	• 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	• 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.

		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. • Council has done nothing to address tese 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.	• 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.	• Noted. The submitter's comments are interpreted to be an objection against any form of development, rather than specific to the modifcations to the originally submitted ACP being advertised.
9.	S.	• 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.	• Noted
10.	S.	• 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.	• Noted
11.	O.	• 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.	• 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.	• 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.	• Noted
13.	O.	• 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.	• The proposed ACP boundary is a combination of both property boundaries and along streets. To be more consistent the proposed modifided 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.	• 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	• 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

		traffic will exacerbate the problem.	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. • 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.	• Oppose proposed modification to the zoning in south east portion of the Sommerville 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 fanily 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.	• 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 properities 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.	• 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).	• Noted
17.	S.	• 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.	• The modifications proposed to the ACP still support reasonable increased density near the District Centre.
18.	O.	• 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 Sommerville Boulevard and further, unfortunately seen by many as a short cut for delivery vehicles servivcing 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, cionema,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	• 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.

		Road, not to mention parking not only for residents who will occupy the proposed accommodation units, but alos the impact parkinghas on the side streets for current residents. The simple task of accessing Gilbertson Road from ones driveway ia already a challenging manoeuvre and one can only speculate what it may be like in years to come. • 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 signifiucant north/south arterial road carrying a substantial number of large, medium and small vehicles of all descriptions. • For the safety all men, women and children, a crosswalk perhaps with traffic signals at the very elast; 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 youger 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 eb catered for as part of the proposal.	• 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.	• 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 advertisied changes and look forward to seeing everything come together as quickly as possible.	• Noted
20.	S.	• I write in relation to the proposed Kardinya District Centre Activity Centre Plan. Whilst I supported the originally advertisied ACP (which remains my preferred model), I support the proposed modifications to the draft Kardinya District Activity Centre lan and look forward to them being actioned as soon as possible.	• Noted
21.	S.	• 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: 1. The ACP will allow for greater housing diversity within the precinct. 2. It will also assist in supporting the redevelopment of the retail and commercial properties within the centre. 3. It will bring with it long-term infrastructure improvements including: footpaths, street trees, public transport and lighting improvements. 4. The attached analysis by Colliers reveals the potential for value-uplift in surrounding areas. 5. It is likely to hasten the redevelopment of the "old Lot 16" neighbouring	• 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.

		property to the Kardinya Park Shopping Centre. • Please note that my firm "Metway Real Estate" manages both the Kardinya Park Shopping Centre and other properties in the area.	
22.	S.	• 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: 1. As a District Cent re, under SPP 4.2 - Activity Centres for Perth and Peel, dens it y performance targets for each District Centre within the metropolitan area are specified and are required to be met. 2. The present catchment area of the proposed ACP has a residential catchment of 9.4 dwellings per hectare and should ideally be 30. 3. The City of Melville's own Local Plann ing Strategy (LPS) also references the need for an increase in density, particularly along transit corridors such as North Lake Road and South Street. 4. 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. 5. 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 ". 6. The ACP will allow for greater housing diversity within and surrounding the centre. 7. It will also assist in supporting the redevelopment of the retail and commercial pro Qerties within the centre. 8. It is intended to bring with it long term infrastructure improvements including street trees, public transport and lighting improvements.	• Noted
23.	O.	• 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.	• 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 modificatioons to the ACP it will be subject to WAPC approval.
24.	S.	• 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 1. 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. 2. 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	• Noted. • Noted. • Noted.

		disappointing that this can mean – as in this case – that the people impacted and their elected representatives have been effectively bypassed. 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. • Comments on the modified draft ACP 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.	• 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.	• 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.	• 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.	

		   • Any consideration you could give to my suggestion would be appreciated.	
26.	O.	• 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	• 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.	• 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	• 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 anticpated 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.

		that the trees thrive with a generous root area and plentiful water supply due to the large quantities of concrete and tarmac surrounding them. • 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.	• 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.	• 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.	• The purpose of this submission is to advise that should the modifications be adopted, our pervious letter of consent provided for the ACP will no longer be applicable. The reasons for this position is: 1. Our consent and support for the ACP was provided for the version of ACP datedf 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. 2. The version of the ACP to which our consent and support related to provided substantially more development potential for our client's property. An exampleof this is the reduction in allowed building height from 15-20 storeys to 9 storeys.	• Noted.
30.	S.	• It's very exciting and I'm fully in support of this 100%.	• Noted.
31.	O.	• 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 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.	• 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.	• 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.	• 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 disatrict 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 equivilant 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.	• 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.	• 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.	• 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.	• Noted. • The submitters comment is interpreteted 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 refernces the decrease in height from 15-20 storeys as an example of changes not supported.
35.	O.	• 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: o 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. o 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. o 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. o 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	• 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 desnity codes is preferred along streetsrather 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.

		Strategy identifies the advantages of having higher density along major arterial roads. • 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.	• 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. 	• 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.	• 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.	• Noted. • Noted.

		• 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.	• 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.	• 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	• 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 equivilant to 3 stroeys 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 minise 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.	• 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 o The City at is 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. o 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. o 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.	• The submitter's position as proponent of the orginal 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 "*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."* In response the following is noted; o It is unclear what the submitter means by the term *"gateway of activity"* 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. o 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. o 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. o 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 capatalise 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. o In summary out of the Murdoch, Bull Creek and Kardinya activity centres, the one least meeting

		• State Planning Framework 4.2 – Activity Centres for Perth & Peel (SPP 4.2) ○ 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 dwellingsper 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 estimateto 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	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. • 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; ○ 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 anticpated 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 constrasts 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 desnity 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: ○ 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;

		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.	*"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 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 densitieswithin 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 ulitimately 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.

		○ With specific mention to Kardinya, the LPS states the following: *"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 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)."* 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 ○ 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.	• The comments provided within this submission in the main comprise inaccuracies and incorrect assertions and on this basis it is rejected.
40.	O.	• 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: ○ "To promote the development of a diverse mix of housing types, lot sizes and densities." ○ 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. ○ "To promote active and alternative forms of transport while providing a convenient centre." ○ 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. ○ *"To promote activation of the Centre both in the day and evening through an inviting dining precinct and community meeting spaces."* ○ 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: ○ The block bounded by Callaway Crescent, Bayliss Road and Townsing Road,	• The area in question was considered for inclusion within the ACP as part of the proposed modifcations 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 modifcations andexpressed 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 recieved 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

		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. ○ 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.	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.
41.	O.	• 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 it 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.	• 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. • 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.	• *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.* • *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*	• 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 form 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**.*

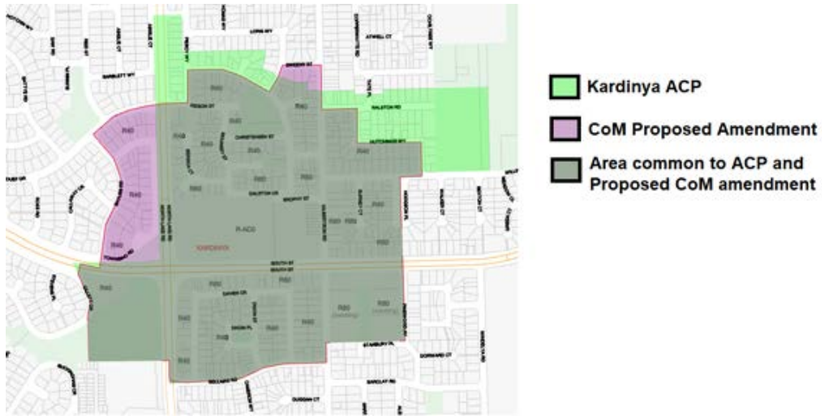


Image above - An overlay showing the current Kardinya ACP proposed boundary (in green) and the proposed amended boundary (in purple) by the City of Melville (CoM). The CoM's proposal is not-supported.

- ***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.

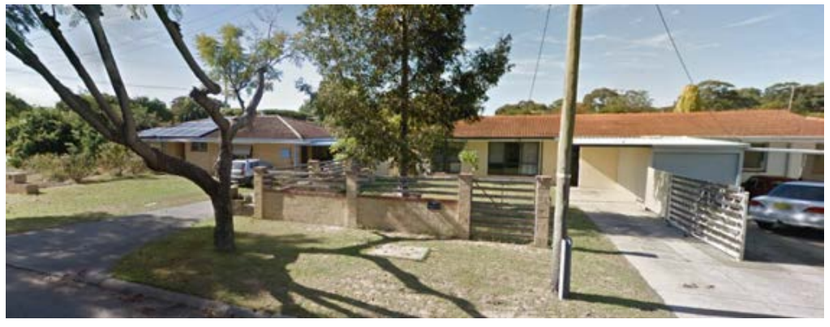
- It is noted that under SPP 4.2 inclusion within an ACP does not generate a need for creation of additional public open space in the traditional form as exists and is referred to in the submitter's comments. As part of activation of the activity centre itself, rather than its surrounding catchment, 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.

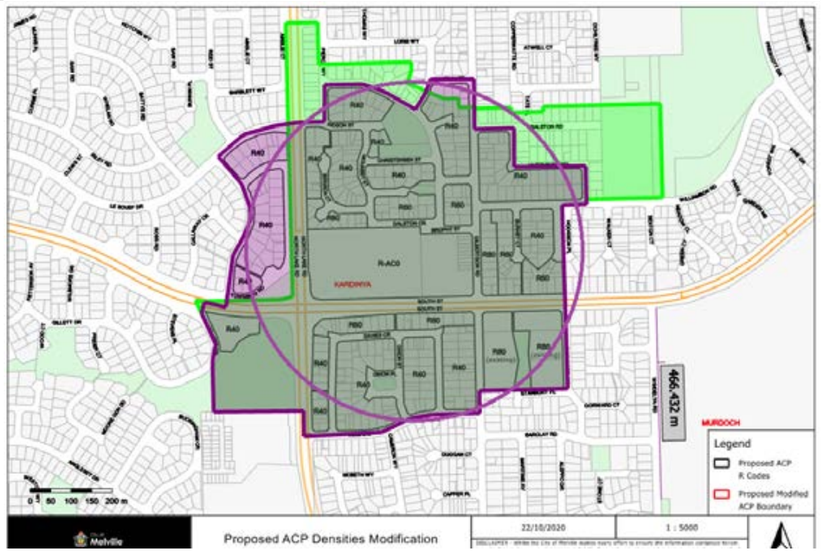


Image Above – CoM's reasoning to amend the boundary – the circle indicates approx. 400m radius, which supposedly purports a 'walking precinct'

- *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 Gilberton 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.*

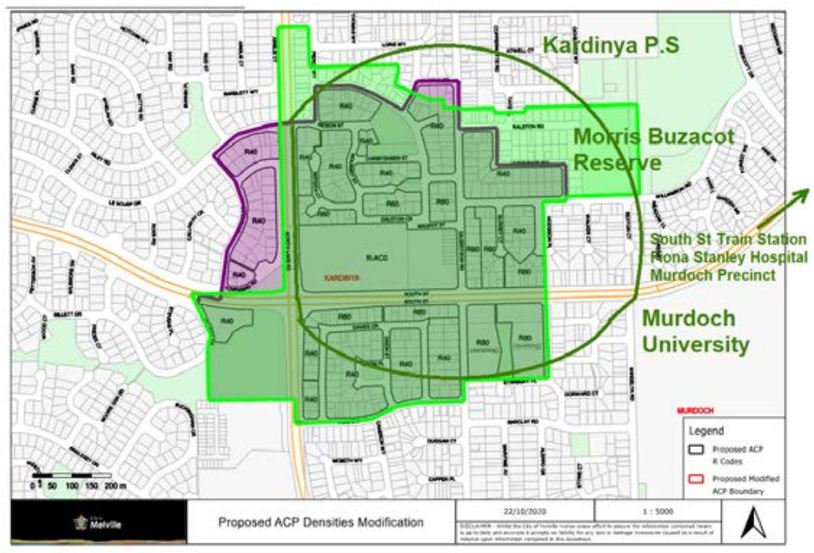


Image above – 400m radius, discounted by circa 80m to the South and West (on account of major road crossings) and increased by 80m to the north and east to offset. Central point over Gilbertson Road.

- *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.*

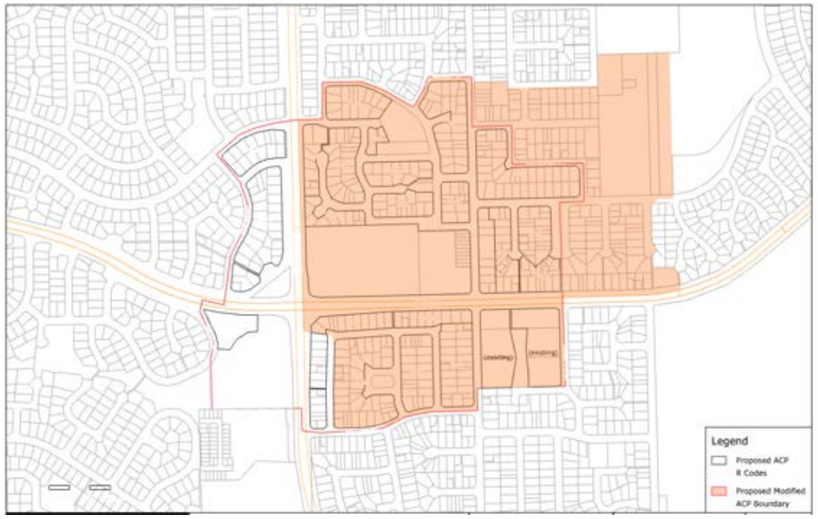
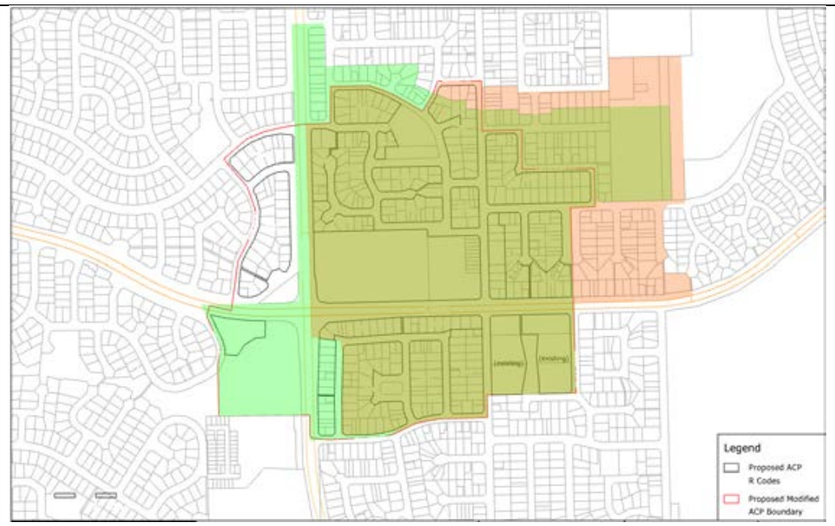


Image above – Potential revised boundary focusing on the eastward extension, bringing more adjacent infrastructure to the Activity Centre

- *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 enagement 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 obect 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 anticpated 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.

		• ***Conclusion*** *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 a schools and public areas.* *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.* *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.*	
43.	S.	• 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?	• Noted. The modifications to the ACP as advertised propose a maximum height of 9 storeys.
44.	O.	• 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.	• 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.	• 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.	• Noted. The modifications to the ACP as advertised propose a maximum height of 9 storeys.

46.	S.	• 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:
		  ○ 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
			• Noted.
			
			• Noted.
			
			• Car parking requirements are governed by the Residential Design Codes and all development will be required to conform to these requirements.

		car bay allocation for each new bedroom per unit to maximum of 2 per unit. ○ 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 ***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. ○ 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 400mt walkable	• 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.

		distance can be expanded to allow major feeder roads such as North Lake Road, Somerville Boulevard and Murdoch Drive assist these targets.	
47.	S.	• 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: ○ 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 car bay allocation for each new bedroom per unit to maximum of 2 per unit. ○ 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 resident al 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 ***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. ○ 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	• Noted. • Noted. • Car parking requirements are governed by the Residential Design Codes and all development will be required to conform with these requirements. • Noted. • Noted. • Noted. • Noted. • Noted. • Noted.

		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 400mt walkable distance can be expanded to allow major feeder roads such as North Lake Road, Somerville Boulevard and Murdoch Drive assist these targets.	• 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.	• 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 thatthe 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 Hamerlsey Way, Bersica Court, Dalston Cresent, Burney Court and Davies Cresent. 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.	• 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 equivilant 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.	• 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.	• 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 submitters 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.	• 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.	• 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 equivilant 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.	• 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	• 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 minise 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

		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. • 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.	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.
52.	O.	• 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.	• 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 equivilant 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.	• 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"	• Noted.
54.	S.	• 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.	• Noted.
55.	S.	• 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.	• Noted.
56.	O.	• 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	• Noted. Under the current planning framework building heights equivilant 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 variousmatters that need to be addressed and community expectations. • Noted as per comment above.

		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. • 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.	• 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.	• 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.	• Noted. Under the current planning framework building heights equivilant 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.	• 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?	• Noted. The proposed modifications designate the submitter's property as R40 with a two storey maximum height. The properties backing unto South Street are designated as R60 with a three storey maximum. It is noted that under the current planning framework building heights equivilant to 3 storeys are already possible. The height limit ensures height higher than what is currently possible would not result from the ACP proposals. • Vehiuclar access is not permitted unto 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.	• 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. o 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 sub-divided 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. o On a personal level it goes without saying that if the properties on the	• Noted. • The proposed modifcations propose maximum hieghts of two and three storey's in Hamersley Way. Under the current planning framework building heights equivilant 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.

		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. ○ 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.	• 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.	• 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 Gilberton 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: ○ 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.	• 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 repsonse 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 oputcome 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.	• 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 truely sympathise	• 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.

		with the drivers of our rubbish collection vehicles and delivery vehicles. • 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 Aldil 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 Cresent 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.	• 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.	• 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.	• 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.	• 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: ○ 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	• 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

		costly works will affect all Melville residents and does not provide value for money for the rate payers where better options are available. ○ 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: ○ 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.	SPP 4.2 and the submitter's property is not. • 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 obect 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 densitys. 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.	• 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.	• Noted.
65.	S.	• Regarding the new ACP, they are to us much better that 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 concerned 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.	• Noted.
66.	O.	• On Monday 30th October 2020 I emailed Cr Sandford with the following *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*	• 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 Councl meeting. This advised as follows; *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.*

		developers aren't able to meet this requirement the City would CONSIDER the option of commissioning its own traffic investigations." *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.* *I was a little surprised that the councillors were not given the full MRWA report given the level of issues and comments it contained.* *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* • 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.	*After consideration of the information provided, MRWA has advised that it continues to object to the draft ACP as submitted for the following reasons;* 1. *The draft ACP has a number of errors and issues and requires amendment.* 2. *The Transport Impact Assessment has errors and requires amendment."* *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.* • As a consequence of the enquiry by the submitter at that time prearation 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 satisfactorially 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 identifed 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.	• 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;
		  ○ 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
			• Noted.
			
			• Noted.
			
			• Noted.
			
			• Noted.

		issues. The road is already a thoroughfare to the sporting facilities at Morris Bouzacott Sports complex. • 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 seems more appropriate, particularly as it will be duplicated up the road in the Murdoch redevelopment.	• 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.	• I definitely support your modified proposal and to limit the heightof the apartments in Kardinya Shopping Development to 9 storeys and not the 15-20 aas first proposed. • However I feel the height should bereduced as much as possiblein the areas proposed for rezoningin the new planas well as and in partiuclarwith 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	• 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 equivilant to 3 storeys are already possible. The height

		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 leats impact to all. Perhaps even the Somerville area could be considered for increased density as that would not create such a traffic problem. • Currently the traffic on South Street from the present shopping centre is a major issueand entering and exiting it from there is very difficult so whatever can be done to minimise future traffic numbers within this part of the suburbwould 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 t 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 listento the Kardinay resientsand reach an appropriate but acceptable outcome to enable us to continue to live comfortably here in our suburb, for which I thnk you in anticipation.	limit ensures height higher than what is currently possible would not result from the ACP proposals. • The development approval for redevelopment of the Kardinya Park Shopping Centre incudes a new traffic light controlled intersection at a new entrance to the redeveloped car parking area for the shopping centre. • Noted. • Noted.
69.	O.	• 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: ○ 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: 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	• 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

		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. ○ 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.	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.
70.	O.	• 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.	• 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.	• 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: 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	• Noted.

		other benefits such as the cooling effect they provide in summer. 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. • 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.	• 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.	• Noted.
73.	O.	• Too large an area proposed, encroaches on suburb too much. Please consider reducing size of area.	• 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.	• 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. o I object to the shopping precinct apartments being raised to 12 stories. o 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….. o Although I feel sorry for the residents behind the shopping centre I understand that some increased height is desirable and 3 stories in that	• 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 theses streets or

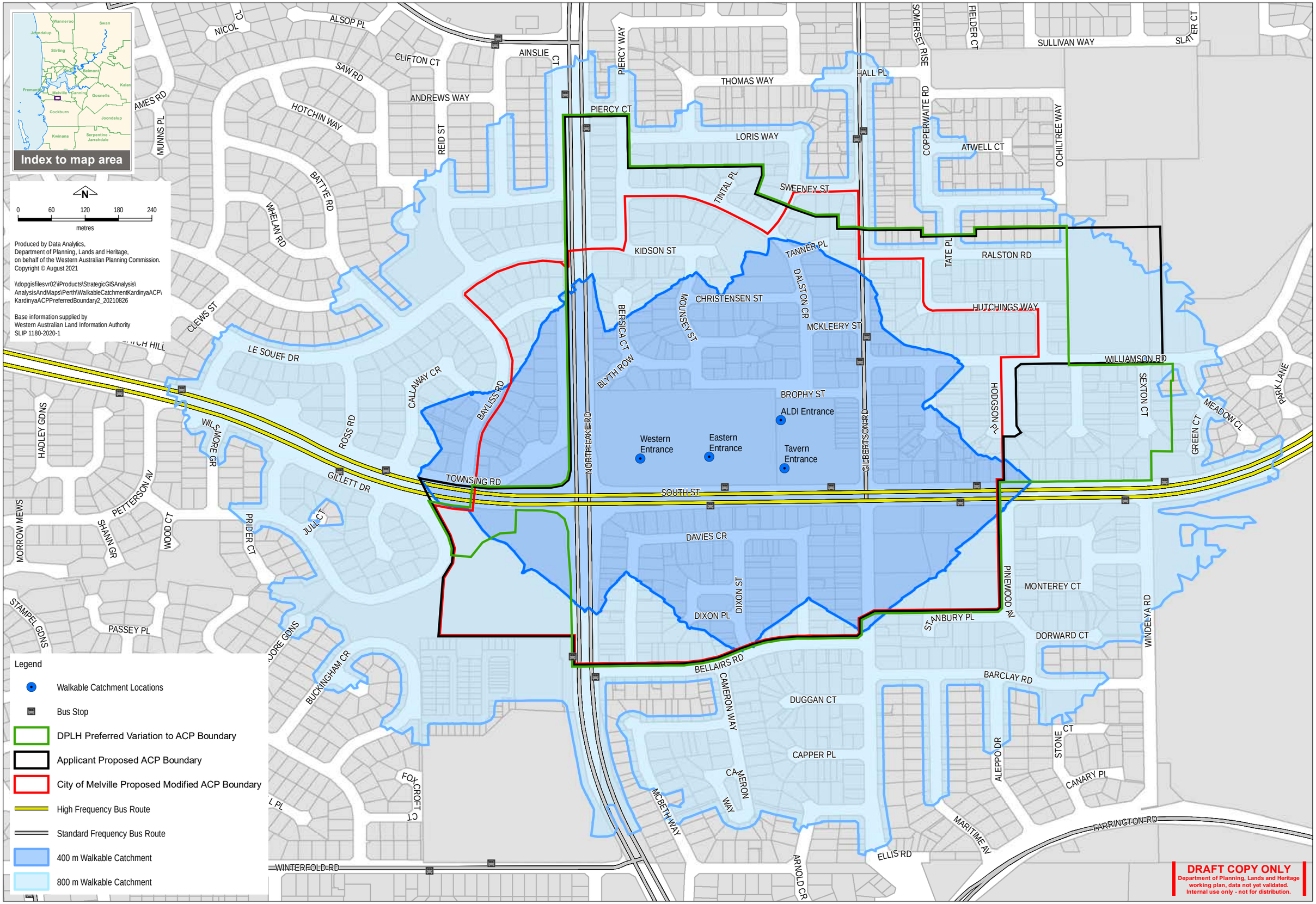
		area might be the only choice. However, I cannot see that high rise in Hamersley Way would be advantageous. It is an extremely narrow cul-de-sac with a park – 2 storey maximum would be best. ○ I agree with the mixed use area between Williamson and South Street – along Gilbertson. ○ I am uncertain about 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. • 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.	properties abutting them. • Noted.
75.	O.	• 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.	• 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 equivilant 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.	• I agree with Meilvile 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	• Noted.
77.	O.	• I am pleased with the overall changes made by the Melville Council to the Kardinya Activity Centre Plan but have several comments to make. ○ 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.	• 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 equivilant to 3 stroeys 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.	• 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.	• 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.	• 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: ○ The centre is a District Centre, and I have been briefed that under	• Noted.

		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. ○ 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. • 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.	• 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: ○ 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.	• 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.	• 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	• Noted.

		still support the new changes and am looking forward to the development's completion.	
82.	S.	• 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.	• Noted.
83.	S.	• 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).	• Noted.
84.	S.	• 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).	• Noted.
85.	S.	• 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.	• Noted.
86.	S.	• 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.	• Noted.
87.	S.	• Please consider this a letter of support for the proposed changes to the Kardinya District Activity Centre Plan draft.	• Noted.
88.	S.	• 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: ○ 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	• 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.

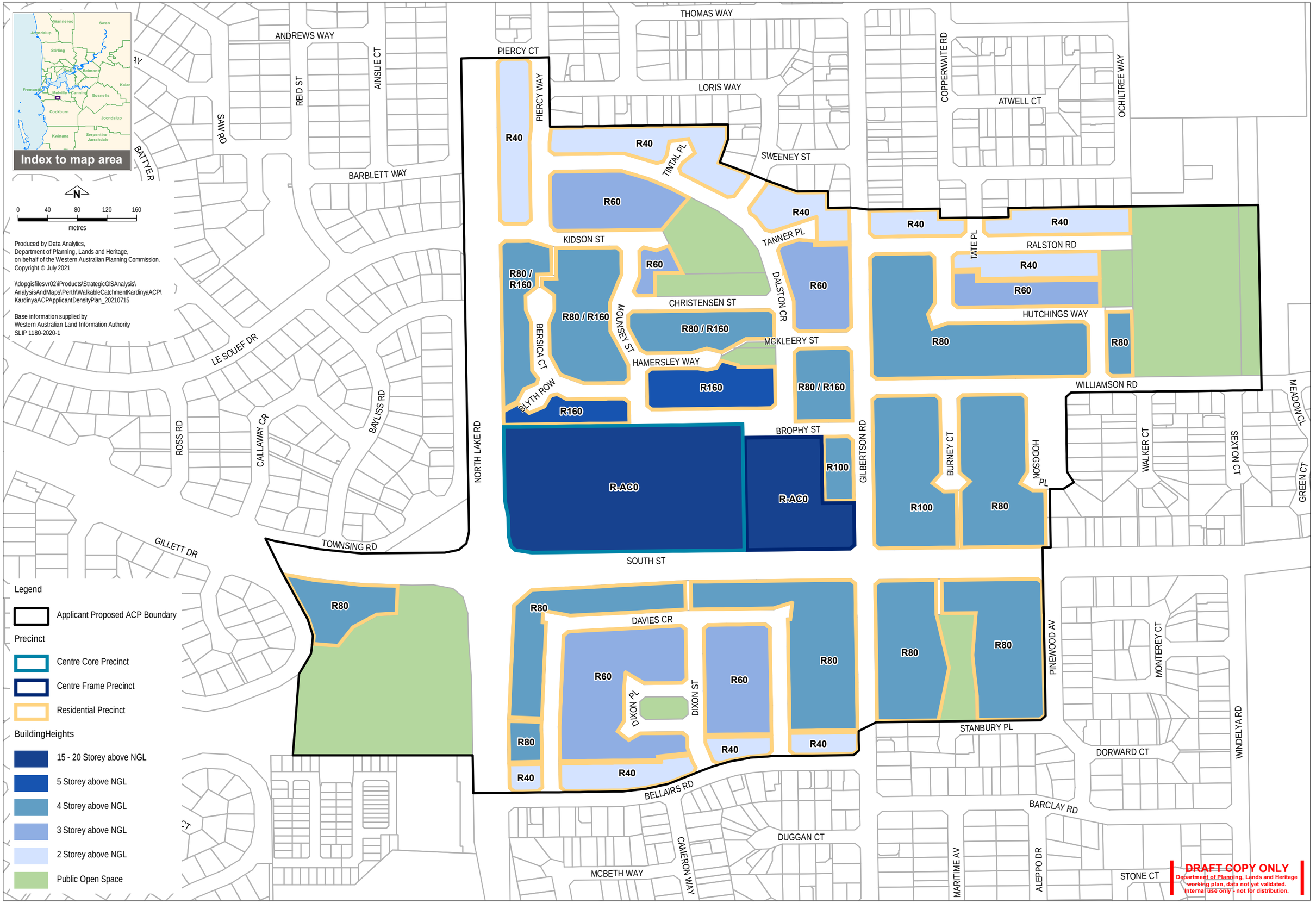
		adoption as quickly as possible and look forward to being of assistance to the City wherever required through the rest of this process.	
89.	S.	• Please accept this letter as confirmation that we support the proposed changes to the draft Kardinya District Activity Centre Plan and look forward to it being implemented. We did prefer the first iteration of the draft ACP.	• Noted.

Kardinya Activity Centre

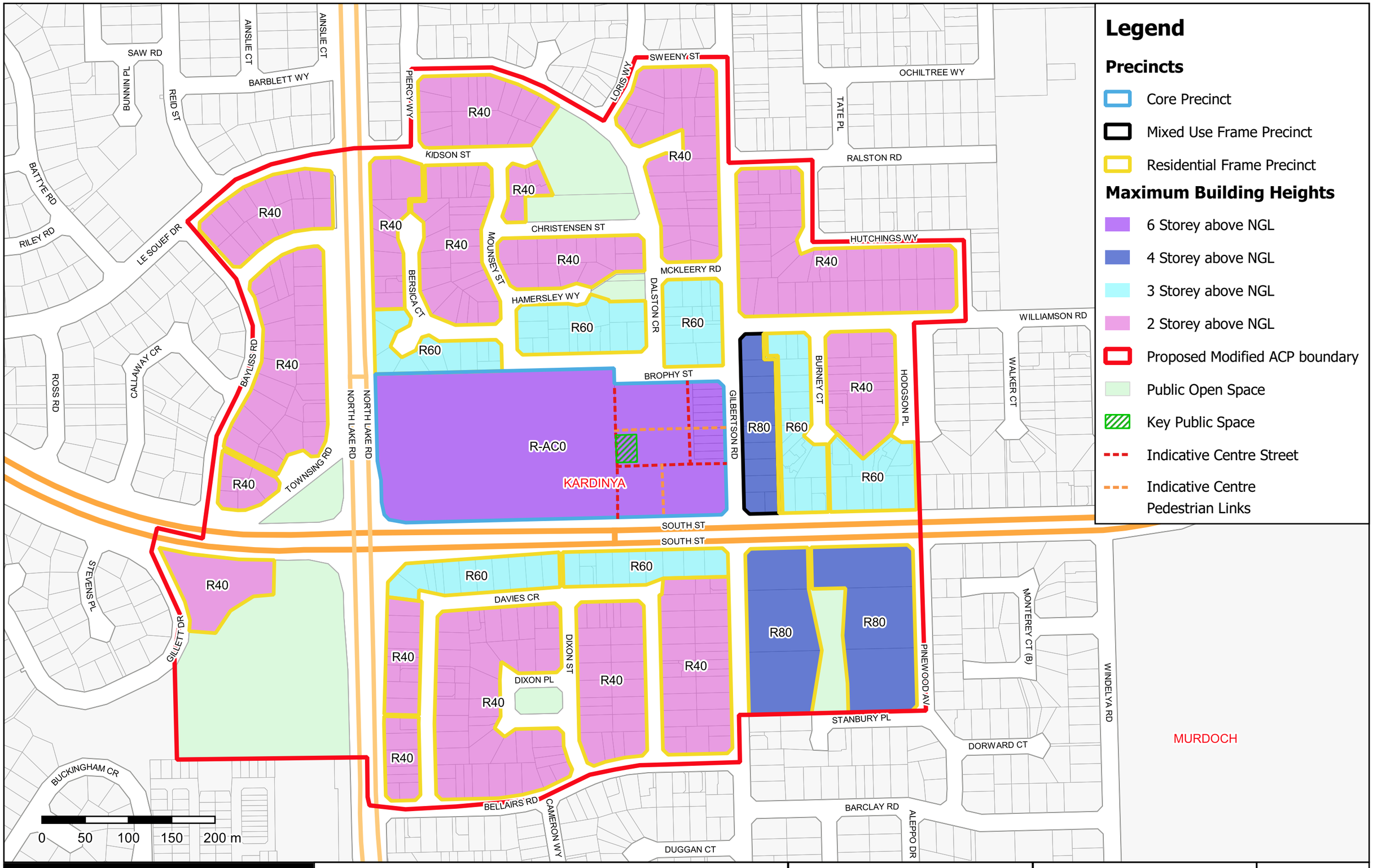


Preferred Activity Centre Plan Boundary

Kardinya Activity Centre



Applicant Proposed ACP Density Plan



Legend

Precincts

- Core Precinct
- Mixed Use Frame Precinct
- Residential Frame Precinct

Maximum Building Heights

- 6 Storey above NGL
- 4 Storey above NGL
- 3 Storey above NGL
- 2 Storey above NGL
- Proposed Modified ACP boundary
- Public Open Space
- Key Public Space
- Indicative Centre Street
- Indicative Centre Pedestrian Links

City of Melville

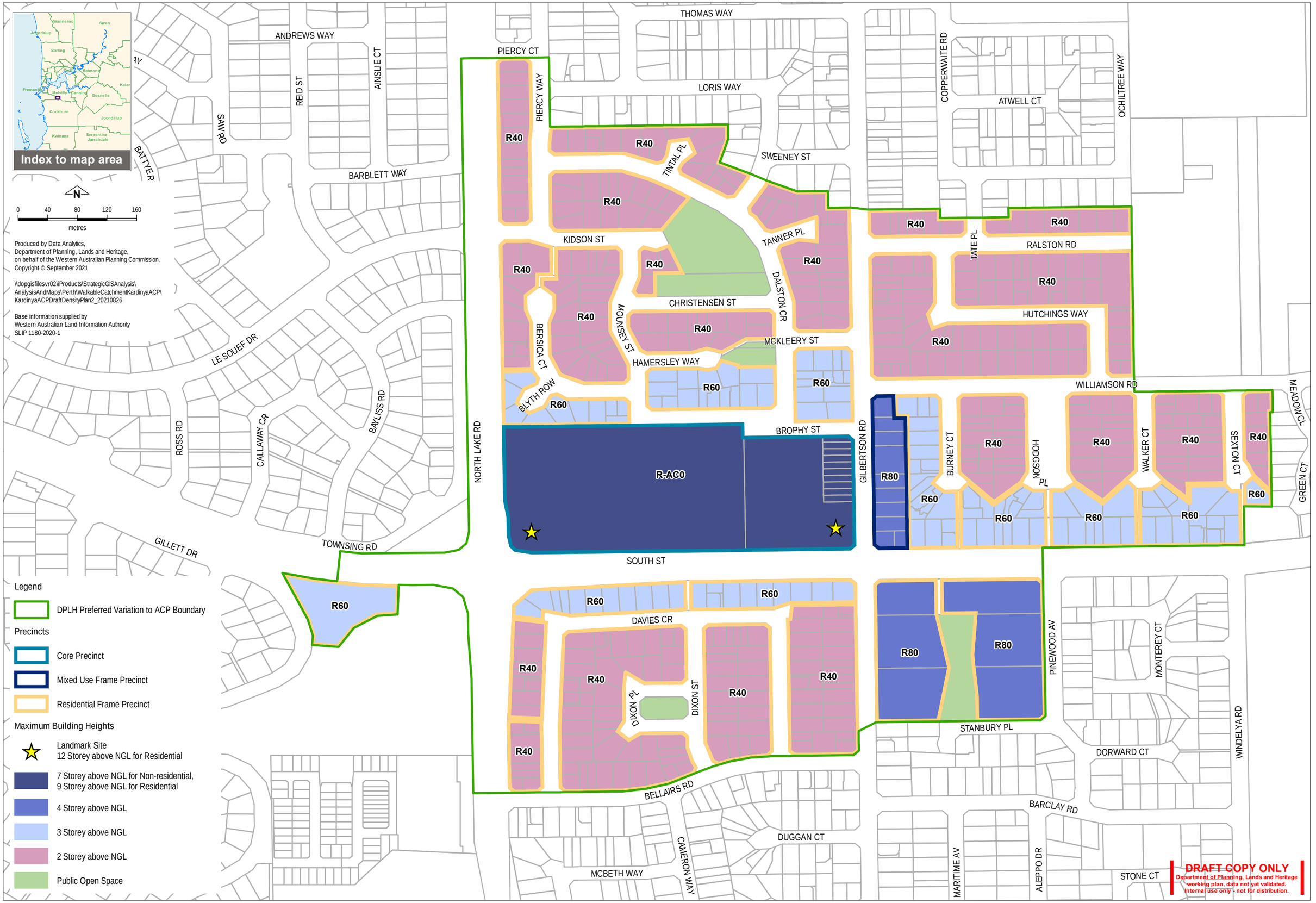
City of Melville - Proposed Modified ACP Plan

09/02/2021

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Kardinya Activity Centre



DPLH Preferred Activity Centre Plan