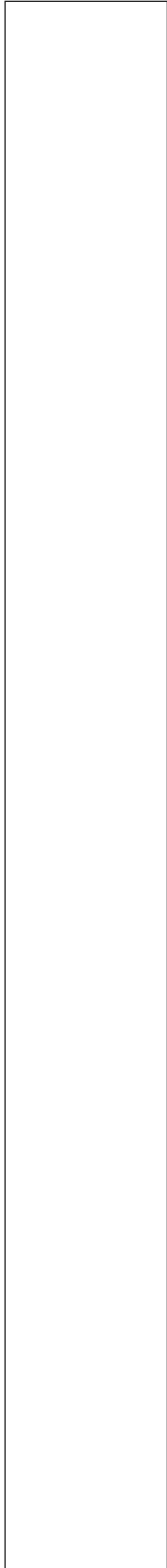


**Submission Table – Kalamunda Activity Centre Plan**

Submitter No.	Submission	Officer Comment
1.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>1. Collective Community Feedback on the DRAFT Kalamunda Activity Centre Plan</p> <p>The following feedback is provided by the Kalamunda Chamber of Commerce on behalf of the Chamber and the 13 named individuals who have declared, in writing, that the following summary is representative of their own personal feedback on the draft Kalamunda Activity Centre Plan (KACP).</p> <p>The collective feedback was shared by members of the community who attended a feedback session held at the Vault Restaurant in Kalamunda on Wednesday 31 July at 6:30 pm and hosted by the Kalamunda Chamber of Commerce.</p> <p>This meeting was attended by 28 people.</p> <p>2. The draft plan is not in-keeping with the village atmosphere of Kalamunda. The potential construction of 4-6 storey buildings was strongly opposed by all at the meeting. Examples cited were the high-density buildings constructed at the bottom end of Barber Street which remain almost empty because no one has purchased them. High density and high-rise buildings are not why people chose to live in Kalamunda or why tourists come to visit. Once that kind of development is allowed, it cannot be taken away again, and the charm of the town centre is lost forever. Our City and Councillors have a responsibility to protect our village like atmosphere.</p> <p>3. Our “home in the forest” is unique and should be celebrated for its uniqueness and not turned into another generic suburb. This plan could be applicable to Mount Lawley, Subiaco or Victoria Park. The plan lacks vision and appears to be a “band-aid” or quick fix with no real consideration of who and what Kalamunda is. We want to attract visitors to the area and retain the charm of the townsite – this plan seems to be the opposite of actions detailed in the recent Tourism Development Strategy. For example, the Tourism Development Strategy encourages pedestrianization of areas within the town centre whereas this plan aims to remove the only pedestrian areas we have.</p> <p>4. The markets, both those of the Chamber and Rotary Kalamunda, attract a lot of visitors to the area and they should not be affected or moved. We should embrace our position as a market town and develop/grow that concept whilst also supporting the retailers/businesses that are based here</p>	<p>Noted.</p> <p>The visioning workshops prior to the release of the draft KACP canvassed the potential for buildings up to 4 storeys in the proposed town centre R-AC3 area. The examples provided during visioning were well received and highlighted that building height of up to 4 storeys was not in itself the primary concern in a Kalamunda context, but rather the need for high-quality building design for multi-storey buildings. The draft Kalamunda Activity Centre Plan and Built Form Design Guidelines provide a framework to ensure good quality design outcomes.</p> <p>It is acknowledged that Table 5 – Built Form Development Requirements (p.14) refers to the R-Codes (Volume 1 or 2) for Frontage 3, which provides for a maximum height of 6 storeys. This issue was identified when the R-Codes were finalised shortly before the draft Kalamunda Activity Centre Plan was advertised. However the intent for R-AC3 coded areas within KACP are for a maximum height of 4 storeys. This detail will be rectified in the final version of the plan.</p> <p>The reference to “home in the forest” has been identified within the character and urban form theme of the draft KACP. It is also noted that the objectives include encouraging and improving pedestrian connections and safety. The reference to the removal of pedestrian areas is not considered to be accurate, the opportunity identified in the KACP report for Central Mall includes a ‘shared street’ concept, which would support the concept of prioritisation. Furthermore, the KACP includes provisions to formalise pedestrian linkages throughout the town centre, particularly where these linkages occur on large private landholdings.</p> <p>The vision and objectives of the KACP are not considered to be generic. For example the vision references the position of the town centre as a gateway to the hills, its natural bushland setting and traditional village atmosphere. The objectives reference the need to enhance important elements of the town centre including heritage character and areas for facilitating events.</p> <p>The draft KACP does not propose to move the markets to the library area. Rather, the following relevant opportunities and outcomes are envisaged in the draft KACP report:</p>



permanently. We shouldn't change something that is working well already. Moving the markets to the library area was not supported given its location adjacent a busy road, safety of users and insufficient space for market stalls. It was noted that if the markets moved, it would be the "final nail in the coffin" for most retailers along Central Mall.

5. Removing the pedestrianized area on Central Mall was not supported by most attendees. Allowing vehicles to access Central Mall was strongly opposed – most towns that are trying to attract visitors and foot traffic are increasing pedestrian areas whereas Kalamunda is proposing the opposite. Bringing cars into Central Mall won't automatically "activate" the area – other facilities are needed to attract people. Allowing vehicles to access Central Mall will also jeopardize the markets – once kerbs, drainage and other infrastructure are installed, it will be very difficult to continue to host markets on Central Mall. Central Mall is also one of the only places that our seniors feel safe to use motorized carts/gophers etc.
6. Central Mall is not working in its current format – it is a dead zone and only really comes alive during the markets at weekends. We should be looking at keep the pedestrianized nature of the space but increase the number of attractions and facilities there, particularly in the week. An example is the Kalamunda Classic Cars group which displays their classic cars in the mall every Thursday. We could use the space for other groups on other days such that there is something to attract visitors every day. Examples were allowing groups like Rotary Kalamunda to host events in the space, monthly art displays by local artists, free concerts or music performances etc. This would represent real "activation" of the area, not just putting a road through it.
7. Many thought the plan was "too large" and that the City was attempting more than it could deliver. It was suggested that small changes would be more effective than large changes that were not properly managed or well executed. We run the risk of spending a lot of money and not achieving what we want i.e. a thriving, lively and attractive town centre with lots of visitors in the week. The consensus was start with 1 project at a time and get it right before moving on. Taking on too much will likely result in a mess or unfinished projects and wasted money.
8. There were also concerns that the City could spend a lot of money but not actually be able to change very much given that they have no control over private

Kalamunda Town Square – *"Redeveloping the existing library and co-locating this with additional community uses such as performance space, function spaces etc. will assist in consolidating a civic focus for the town centre"*. (Page 53)

Central Mall – *"Support opportunities for community events such as market days and fairs activating the street in the day and night"*. (Page 56)

The plan proposes to enhance the existing pedestrian areas and to enliven streetscapes that are currently not sufficiently activated. There is ample planning and urban design evidence that supports the recommended approach, including allowing vehicles to traverse Central Mall. The success of any pedestrian mall is highly dependent on large numbers of people during the whole day and the evenings, as well as having the appropriate land uses that generate pedestrian traffic to draw pedestrians through the mall. This is not occurring in Central Mall at present and is unlikely to occur in the foreseeable future.

The issues identified in this comment are all the subject of detailed design for Central Mall and can be appropriately addressed through design responses to treat Central Mall as a safe, accessible and adaptable 'shared street'.

The idea to activate Central Mall on non-market days on a more regular basis is not inconsistent with the concept envisaged in the draft KACP to open the reserve as a shared street. The Landscape Master Plan seeks to activate the mall and create a flexible space to support retail activities as well as the markets.

The KACP states the following relevant to Central Mall:

*"The land fronting Central Mall provides a focus for food and beverage outlets activating the town centre into the evening hours. Central Mall will function as a shared pedestrian/vehicle zone allowing one-way traffic movement to activate the street."*

*"Re-open Central Mall connecting Haynes Street and Mead Street. Whilst this will remain as an activated laneway for hosting festivals, food carts, and other activities during market days, by opening it up it can offer on-street parking and entice more permanent activities on non-market days, in turn supporting adjacent retailers."*

Allowing vehicles through the Central Mall will increase the exposure to the properties along the mall potentially increasing investment opportunities for existing and new occupants, thereby activating the mall.

The draft KACP is a comprehensive plan for the future. The future of the town requires the visionary thought that the plan offers. The implementation section of the KACP will be modified to reflect smaller scale place making initiatives in the short term.

With regard to the larger public realm improvements outlined in the Landscape Master Plan, following adoption of the final KACP, the City will need to consider and prioritise manageable projects within the area that are capable of being resourced.

One of the objectives of the plan is to provide the framework for investment by the private landowners in the town. There is planning and urban design evidence

	<p>land and developments. Suggestions to combat these included incentives for existing land holders to improve the aesthetics of the shop fronts, incentives to reduce rent to encourage occupation of all the vacant shops, the City and Chamber working together with local landowners to achieve common goals.</p> <p>9. Traffic management and parking were a high concern. The plan doesn't seem to address traffic management in any detail or vehicle flow through the town centre. Many cited a lack of parking spaces and were concerned that if the markets moved to the library, even more car park spaces would be lost. Most attendees wanted additional car parking space, including that for tourist buses/coaches etc, and clear parking signs. Paid parking was not supported in anyway and would only reduce the number of visitors to an already quiet town centre. Road crossings were also a concern – at the moment, people must give way to vehicles which is a ridiculous concept. Road safety of locals and visitors should be a priority. If Main Roads won't install crossings because of low population density, why can't the City install some of their own on City owned roads?</p> <p>10. It is great that the City wants to spend money on rejuvenating the town centre, however we should be fixing what we already have rather than spending large amounts of money on completely changing it. Simple and cheap yet effective solutions. Examples given were money spent on large planters on Haynes Street, but the plants died within a few weeks and were not replaced. These now look a mess and were a waste of money. Examples given of how to make the most of what we already have were:</p> <ul style="list-style-type: none"> <li>a. Better care and maintenance from the City e.g. watering/maintaining plants, tidy up of Haynes Street and Central Mall.</li> <li>b. Give the town centre a "facelift" to make it more visually appealing – proposed street furniture was welcomed.</li> <li>c. Better signage to direct visitors and for parking.</li> <li>d. More cameras for security.</li> <li>e. Using our many local artists to create more attractive spaces in combination with schools' arts programs to get kids involved. The mural at the top of Central Mall was given as an example of good public art that attracted visitors.</li> <li>f. Clean-up under Mead Medical Centre car park and Coles car park – lots of antisocial behaviour happening in this area, increased numbers of homeless, people are scared to go near</li> <li>g. Improved pavements, walkways and footpaths to improve safety and encourage more pedestrians.</li> <li>h. Make the most of volunteer groups like Town Teams to improve facilities with limited budgets.</li> </ul> <p>11. Regarding vegetation and trees proposed – we should not be planting non-native species! For example, planting of jacarandas – they look beautiful when in</p>	<p>that planned improvement to the public realm encourages private investment and upgrades to the adjoining properties.</p> <p>The City's Economic Development Strategy has identified Township Activation as an activity that will contribute to the economic growth in the City. Initiatives have already taken place in this regard, such as the Kalamunda Community Space and the 'Ugly to Beautiful' pop up activity on a vacant lot in Haynes Street in conjunction with the Perth Hills Spring Festival. Another initiative under consideration by the City are an incentive scheme for local businesses and adoption of the Small Business Friendly Local Government Initiative. When these initiatives are sufficiently developed to move forward the City will liaise with the Chamber for input prior to implementation.</p> <p>The Plan includes an appropriate assessment of the movement network requirements of Kalamunda District Centre. The Transport Assessment includes an assessment that indicates the town has adequate parking, although it is acknowledged that this is subject to higher demand on market days. The plan does not propose that the markets be moved. The ability for the City to provide designated pedestrian crossings requires the approval of Main Roads WA for all categories of road. All crossings with exception of Canning Road did not meet the Main Roads warrants for pedestrian priority. The implementation section of the KACP recommends the preparation of a parking strategy for the KACP area which will investigate some of the parking concerns raised in this submission.</p> <p>All these suggestions will be considered within the context of finalising the Landscape Master Plan.</p> <p>While this comment is noted, the City's officers do not agree that only native trees should be planted. Deciduous trees allow for shade in the hot summer months</p>
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	<p>flower but are a very messy deciduous tree, require a lot of maintenance, and other suburbs already “do” jacarandas e.g. South Perth, Victoria Park. We should be aiming to be different, particularly given our location surrounded by natural bush, state forest and National Parks. Planting native species showcases our natural beauty to visitors and encourages greater biodiversity by providing food and shelter to our native wildlife. It also reduces maintenance required (most natives are evergreen rather than deciduous) and the amount of irrigation water required to keep them alive during the summer once established. Finally, there are many native species which produce striking visual displays of colourful flowers – mass planting of the same species can achieve very visually appealing displays similar to jacarandas or Cherry Blossom etc.</p> <p>It should be noted that the City and Council are currently considering an Urban Forrest tree planting program generally for its various localities. While that may be supported generally; selection of species and management will be particularly important in the Town Centre and requires specialist expertise to get it right.</p> <p>12. Declaration</p> <p>This summary was distributed to all attendees of the meeting plus several other individuals who had expressed interest but were unable to attend. The following attendees provided written approval that the above summary represents their feedback on the draft KACP, and that they wish the City of Kalamunda to record and acknowledge the above feedback as their own contribution:</p> <p>Written approval from 13 people as their own contribution for the summary of feedback on draft KACP.</p> <p>The responses are provided as an attachment to allow verification by the City of Kalamunda. Remaining attendees either did not respond or indicated they would prefer to submit an individual submission.</p> <p>We would appreciate acknowledgement of receipt of this submission on behalf of the Chamber of Commerce and the 13 individuals listed above.</p>	<p>and sunlight penetration during the cold winter months, making greater use of seating on the northern side of the street. They also provide a display of autumn colours as evident in Stirk Park. Deciduous trees are often more suited as street trees in more highly trafficked urban settings such as the town centre. The Landscape Master Plan indicates that the existing trees should remain and that a mix of native and exotic trees is possible.</p> <p>Noted.</p>
<p>2.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>We agree this document is a good representation of the feedback discussed at the session – Both XXX and XXX are happy for you to add our name to the formal feedback to city.</p>	<p>Noted. Refer to responses to submission 1 above.</p>
<p>3.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>We agree the summary is representative of our feedback on the Kalamunda activity centre draft plan and both XXX and XXX would like to add our names to the feedback</p>	<p>Noted. Refer to responses to submission 1 above.</p>
<p>4.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p>	<p>Noted. Refer to responses to submission 1 above.</p>

	<p>Many Thanks for this summary of the Vault meeting, well done. We, XXX &amp; XXX EUROPLACE Pty Ltd (the English sweet shop) Give our full consent to including our names as being in agreeance with your summary.</p>	
5.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>I agree your summary is a good representation of the discussions we had – both XXX and XXX are happy for you to add our names to the feedback.</p>	<p>Noted. Refer to responses to submission 1 above.</p>
6.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>This draft circulated by XXX for comment by those present seems to be generally convey the reactions of those participating in this open forum to the proposed 'Activity Centre' Plan for central Kalamunda except ref. the final paragraph [refer to comment 12 of submission 1 above].- half of that should read differently, deleting the existing wording after 'National Parks'. and instead inserting. – <i>"It should be noted that the City and Council are currently considering an Urban Forrest tree planting programme generally for its various localities. While that may be supported generally; selection of species and management will be particularly important in the Town Centre and does require specialist expertise."</i></p>	<p>Noted. This amendment appears to have been made prior to lodging submission 1 with the City.</p>
	<p><b>Additional comments provided in separate submission:</b></p> <p><b>Submission: Proposed 'Kalamunda Activity Centre Plan' as advertised.</b>                  Unfortunately both the Kalamunda Council and City Administration can expect a substantial 'backlash' from both local residents and commercial operators over the grossly misleading illustrations portrayed in publications of likely outcomes from this supposed future 'Activity Centre' Plan.</p>	<p>Noted.</p>
	<p>In general they present images that are most certainly not achievable; and obscure for the superficial observer, practical realities that neglect of attention to constructive and creative planning analysis over more than a decade that could have avoided. The external consultants have only made one belated but useful contribution (from desk-based research). That is in forecasting a probable continuing decline in small retailing and commercial viability due to alternative accessible external opportunities that offer more financially attractive investment opportunities.</p>	<p>Noted.</p>
	<p>The reasons for an already massive vacant 3,000 plus square metres of retail floor space demand far more much more detailed functional analysis and creative vision than this ad hoc collection of unrealistic suggestions has offered.</p>	<p>Noted.</p>
	<p>There are no simple solutions available to the dysfunctional realities that have been allowed to occur; and engaging such 'consultants' who don't reside in the area and have not understood its existing social or physical dynamics to provide any kind of 'quick fix' will simply fail yet again.</p>	<p>Noted.</p>
	<p>The priority issues for future economic survival are numerous and inter-related. Focussing on attracting Tourists to the Hills Region may bring in more 'briefly passing trade' but will not automatically secure that in Kalamunda Town Centre in any significant</p>	<p>Noted. Several of the urban design issues identified in this comment are proposed to be addressed under the KACP.</p>

	<p>volume.</p> <ol style="list-style-type: none"> <li>1. The road entries to the Town are tortuous and unattractive.</li> <li>2. Traffic along Canning Road is far too intense and cuts off the Town Centre from its largest mass of adjacent residential users.</li> <li>3. The area traversed by Canning Road close to Stirk Park makes pedestrian crossing access 'lethal' particularly in the vicinity of Stirk Medical on both sides.</li> <li>4. Viability of retailing along Haynes Street requires short-stay parking to be facilitated, <u>not</u> reduced by encouraging vehicle movement priority (not the opposite that is being unwisely done currently under City Assets management)</li> <li>5. Safe 'Walkable' access into the Town Centre is not provided anywhere in the Mead St./ Railway Rd. /Haynes St./ Canning road circuit that defines it.</li> <li>6. Central Mall is the only current feasible location for a future interesting 'Town Piazza' (not Square)' and should be made exclusively pedestrian, and re-graded flatter down to the Community Hall.</li> <li>7. The idea of planting trees down the centre of Mead, Haynes, Canning and Barber is simply silly and dangerous – they aren't wide enough, would dangerously interfere with sight lines and further reduce parking accessibility.</li> <li>8. The Town Centre needs a multi-use Community Hub within it (not half a kilometre out of Town inaccessible by public transport) i.e. the proposed Adult Learning Centre misnamed as a "Community Hub")</li> </ol>	
	<p><b>Summary:</b> The proposed 'Activity Centre' Plan 2019 as advertised simply has no value to the resident citizens and should be abandoned altogether.</p> <p><b>Alternative Suggestion.</b> Multiple community workshops run over a number of months by residents themselves and partly resourced by the City in offering a venue and secretarial assistance, could produce far more useful concepts and viable future outcomes. (A number of local Agencies such as the Chamber of Commerce, Rotary and the Kalamunda Ratepayers Association would most likely be keen to assist if so invited.)</p>	Noted.
7.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>Hopefully the council will listen to the community concerns and not be led by these consultants who clearly do not represent out hope for how Kalamunda should be developed in the future.</p>	Noted. Refer to responses to submission 1 above.
8.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>Thank you for your work in collating all the feedback. I am very happy for you to append my name to the final document.</p>	Noted. Refer to responses to submission 1 above.
9.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Submission Verbatim to Submission 1</p> <p>I'm more than happy for you to put my name on it.</p>	Noted. Refer to responses to submission 1 above.

<p>10.</p>	<p><b>Comment – Total Number of Submissions: 2 (Both Verbatim to each other)</b></p> <p><b>1. What is your overall rating for the draft Kalamunda Activity Centre Plan</b></p> <p>The overall plan is a very positive step. There are however, some important improvements that are outlined below. This is a very welcome initiative and a transforming opportunity for the City, community and local businesses.</p> <p><b>2. How much do you agree with the draft plan's vision statement?</b></p> <p>This is not so much a vision, but a statement. Demonstrated of strong community spirit is variable and connection to heritage is not in evidence in the streets, footpaths, public spaces of the town centre.</p> <p>Other than the History Village there is no evidence of acknowledgment of traditional Aboriginal land use, cultural practice or sense of traditional place in the town centre. Even the white-fella history is only on display in the HV [History village] behind the sturdy wire fence. This is a very valuable community asset but there are no stories, images, lighting representations, walking tours with digital commentaries, and other engagement offerings that bring both traditional and more recent history to life for visitors. The streets are named after men and there is almost no acknowledgement of the vital role played by women (Indigenous and non-Indigenous) in evidence.</p> <p>Past planning schemes have allowed developments take place that are completely out of place with how the town looks and operates. The main shopping centre has provided other local governments (Mundaring) with an example of what not to do, when considering major central developments, the SAT [State Administrative Tribunal] created Frankenstein's monster that is the Auto One is a very different building from the significantly more sympathetic one originally proposed by the owner and the more recent Barber St development next to the Town Hall is not a positive addition to the centre.</p> <p>The weekend markets, Friday night food markets are very welcome activities created by local community groups but other events like Targa in the main street blocks the main activity of the centre – business. Reconsidering how these events are presented in the future does need to be part of the very positive proposed changes.</p> <p>There is also little indication from the planning document that the City has brought together the two vitally important groups: business owners and building owners – to have input. This may well have happened, and it would have been useful to have this information available for the respondent to Engage Kalamunda.</p> <p><b>3. How do you rate the 'Built Form Design Guidelines' (Appendix A)?</b></p> <p>This section provides some very positive proposals and solutions. However, there are a number of missed opportunities in this section of the Plan. Below are some detailed responses to Appendix A which include two important strategic initiatives that will make the Town Centre a unique place to live, work, and visit. They are:</p> <ul style="list-style-type: none"> <li>a. <b>ADOPT KALAMUNDA TOWN CENTRE AS A VERANDA TOWN</b></li> <li>b. <b>CREATE HABITAT THAT ENCOURAGES AN ACTIVE AND HEALTHY BANDICOOT (QUENDA) POPULATION IN THE TOWN CENTRE</b></li> </ul> <p>In order for Kalamunda to create a distinct built environment and grow into a popular</p>	<p>Noted.</p> <p>Section 4.7.2 of the report discusses Aboriginal Heritage and makes a number of recommendations including undertaking a survey of Aboriginal Heritage and exploring opportunities for interpretation of the heritage values of the area in the future activity centre.</p> <p>The Plan includes provisions to ensure future development is in keeping with the desired character of the town centre.</p> <p>Section 2.2 of the report documents the extensive community and stakeholder engagement that has taken place. This information was made readily available on the City of Kalamunda's website.</p> <p>Verandas, or awnings as they are known, are a requirement for development in the town centre. These are documented in section 3.8 of the Built Form Design Guidelines.</p> <p>Quendas already inhabit the vicinity of the town centre. We have recorded sightings in the vicinity of the Town Centre. The City can consider this proposal further in the context of future public realm improvements in the KACP area, particularly the idea of facilitating wildlife friendly landscaping and revegetation where appropriate.</p>
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destination for visitors that will sustain and uplift business success and community engagement, some bold ideas need to be adopted and then their objectives woven through the elements of the Plan.

**4. CREATE KALAMUNDA TOWN AS A VERANDA TOWN.**

Use the built form to create a single line for the eye up and down Haynes and along other streets installed on existing and new developments. The lower south side of Haynes St as one example – ANZ bank, newsagent, chemist and so on up to the top of the street should all have 4-5m veranda areas with translucent (lets in the light on north-sided buildings) and solid iron materials that face the street in one agreed line. City could incentivise the build of these with rate concessions and other incentives.

There are also other opportunities for verandas to be added to north and south facing building facades all the way up Haynes St, along Railway Road and for new buildings along Barber, Mead and other streets in the designated Activation Centre.

This one change to the facades as sketched in Frontages 1-4 will make a big difference to the atmosphere, community activation, business success and destination tourism efforts. This is in contract to the ineffective proposed 2m awnings that do not reflect the visual nature of the town.

The verandas need not have street-side gutters – as is the case in the tropics – where it really rains. Saves materials and maintenance.

**5. FURTHER NOTES ON APPENDIX A USING THAT DOCUMENT'S NUMBERING**

The Details in Appendix A also do not consider the difference of weather/sunlight on the south and north sides of the streets. This is an important design consideration particularly for façade window sizes. All south facing windows should be 100% glass (floor to ceiling) to maximise light from indirect sources. The 4.5m ceiling height shown in Fig 1 & 2 is commendable and will make for welcoming spaces – these should be continued for Fig 3 & 4 – as a way of providing future expansion for active businesses as developments take place. The 70% window for north facing windows the 70% window sizing will work but again – it will be best if glass is from floor height up – rather than ceiling down. Better natural light and protection from north facing sun, better spaces to attract customers.

Storey height for Figs 1-4 should also be no less than 3.5m to again take advantage of available light and create quality spaces with higher than normal ceilings that will make the properties worth more in rent and rates. This is best illustrated in the photo on page 16 – there are some very boxy and unattractive units in this building and it does not present well on to the street.

**NOTE:** on Page 7 of Appendix A is a small note at the foot of the drawing that says: *'No min. % lot build out.* Is this correct – or should that read *'No max. % lot build out.?*

Appendix A Page 15 – again no north/south side of the street considerations again.

Section 3 of Appendix A

3.1 **Façade design** – modern façade is a welcome addition to the Centre, but these will need to include ground floor verandas to create the opportunity to expand activity options across the town centre.

The depth of the awning is dependent on a number of considerations including the available footpath width, the impact on adjoining street trees, and various structural requirements. The intent of the Built Form Design Guidelines is to create a minimum requirement for awnings, however the detailed design of awnings for a particular location will be addressed at the development application stage, having regard to the design guidance.

Natural light - Noted that there is no specific reference, however, the objective is clear in relation to promoting better access to natural light and ventilation within buildings.

Noted.

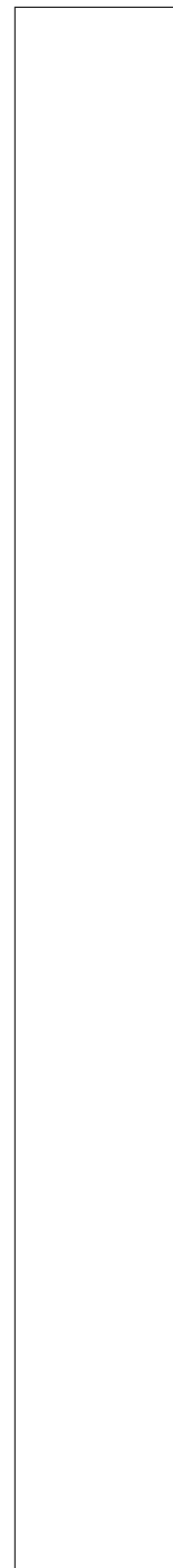
Photos in the Built Form Design Guidelines will be reviewed and replaced in the final version to be more reflective of building design envisaged in the Kalamunda context.

The reference to “No min % lot build-out” is correct.

Noted.



	<p>3.2 <b>Street Orientation</b> – consideration to the strong easterly winds in summer should also be made in this section. This is a major weather factor. The outdoor room idea is welcomed, as is solar orientation.</p> <p>3.3 – <b>Prominent sites</b> – some strong and positive statements here. These sites – if well designed could also provide wall spaces for night time projection of images, designs and other attracting digital material to add to the appeal of the Town Centre. An annual exhibition of digital art, short movies, still images and the like could also be part of the Kalamunda offering – more reason to come to town and stay a while.</p> <p>3.4 – <b>Roof form</b> – all new developments and upgrades should include solar power as a core requirement of the development. This is a growing important consideration and the City will join many others in prioritising renewable power as part of developments.</p> <p>Also suggest the minimum 10-15-degree skillion roof pitch to be a little more – the changes in how rain falls in large dumps rather in steady showers is now a documented feature of our changing climate. This will save flooding.</p> <p>3.5 – <b>Entry legibility</b> - Page 24 image of the use of colour is very welcome.</p> <p>3.6 – <b>Balconies</b> - the balcony depths illustrated in Frontage Diagrams 1-4 are not fit for purpose. They do not respond to the opportunity for outdoor areas above the street. There is a unique opportunity of ensuring that balconies are at a minimum of 4m deep and an indoor/outdoor entertainment area in all future developments to again enliven the street from ground and elevated levels. If the 2m balcony is adopted, it creates all kinds of limits in attracting young people to the heart of the town centre as residents.</p> <p>3.7 <b>Ceiling Height</b> see earlier comments. Ceilings lower than 3.5m should not be approved. A decision to go below this height will limit access to light, creation of engaging internal space-making and it will lower the value of the properties being developed and make them less appealing to a growing in-town population.</p> <p>3.8 <b>Awnings.</b> The Placemaking Appendix in the Draft Plan notes that <i>“Many of the public engagement comments relate to build form and pedestrian movement, which are addressed within the Activity Centre Plan. Participants requested stronger pedestrian access and connections, landscaping and public realm treatments, including an identifiable central heart or town square.”</i> This is where the veranda town idea comes into play.</p> <p>Adoption of a Centre-wide veranda installation will add to usable space in most seasons and for diverse events and activities as they spill from the street into shops and cafes.</p> <p>The use of this term awning may be a contemporary technical term, but the proposed ‘veranda town’ theme should mean that for the Centre Plan includes this important change. Table 2 (p9) lists awnings at 2.5m. This is like having a cap with no brim. It offers no protection for north facing facades, no inviting areas for dining, socialising and activity. The above comments cover this section – if accepted it will remove the opportunity to create strong and positive long-term impact on the Town Centre. The image on page 26 illustrates the value of deep</p>	<p>Noted.</p> <p>Noted.</p> <p>The Built Form Design Guidelines encourage sustainability features in all new development.</p> <p>The roof pitches will be considered in the context of current Building Code requirements and adjusted where necessary to address changes in weather patterns.</p> <p>Noted.</p> <p>The balcony depth has been an established requirement through the Residential Design Codes. While 2.5m is a minimum depth, there may be situations where applicants can increase balcony size.</p> <p>Noted.</p> <p>Refer to above comment regarding awnings.</p>
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verandas – 2.5m depth, if approved creates an own-goal of lost opportunity for the City - businesses and communities.

**4.1 & 4.2 Parking & Access.** The four frontage diagrams each show cars in front of all four types of proposed building. This seems to be at odds with the intent of the statement in this section that says, "*car parking may not be between the building and the street*". This statement would better serve the community and business if it was a bit more defined.

There appears to be little information in this appendix about the proposed parking configuration for the Activity Centre other than a lovely cobbled area somewhere in Europe, which probably won't be achievable in the Town Centre because of the cost of removing significant amounts of coffee-rock.

In order to achieve parking coherence and the 'behind the streetscape' objective mentioned a number of times in this Appendix and in the main draft there will need to be some considerable reconfiguration of back street parking down Stirk St, along Barber, Mead, Railway and Williams Road – (Main Street, Food and Beverage and Anchor Precincts).

It is assumed that there will be no parking in the Central Mall area. Parking configuration may also be best if it's on an angle and into the deeper areas of verge in the town centre. If Haynes St was one way that would be a useful solution. Perhaps too if the parking areas were not kerbed (as recommended in the Landscape Masterplan), but by concrete that is the same level as the road (visual guide) and then slowly rising to the pavement level over one or two metres. The benefits would include:

- Easy access for everyone from road to verge and vice versa
- Retains rainwater in the road easement
- Creates opportunities for special events to flow from the verge and into the road easement – safer and more visually pleasing
- Opens up the whole streetscape in a way that will create a unique view along all streets and again set the town square as a destination where people want to gather

**4.4 Bicycle Parking** – strong opportunity for bike park installations to be created by a great design artist

**5.1 Tree retention** – this is a must although one or two of the Qld Box Trees may need to be moved/replaced. Note earlier comments on deep root zones – hard to achieve in the Town Centre with the cap rock under the pavements and road easements. Heavy equipment and strong arborist advice needed to create these sites.

Lighting of large trees (like the ones outside the Zig Zag Centre) will also add to the placemaking impact as it will create a sense of connection and 'stickiness' for visitors – where people want remain, eat, drink and enjoy social events.

**6. CREATE A BANDICOOT (QUENDA) FRIENDLY LANDSCAPE IN THE TOWN CENTRE.**

**5.2 Soft landscaping** – This is where clever native plantings of appropriate species to act as habitat to protect, encourage and grow a local population of bandicoots to populate the Town Centre. These are already in sections of the Centre up at the Zig Zag Centre and elsewhere. Planned and well executed planting using local plants in deep cluster gardens

Parking between the building and the street is not considered to be in keeping with a town centre environment or the desired streetscape. There may be opportunities to incorporate some parking in Central Mall. This will be a consideration at a detailed design stage.

The road network hierarchy, including Haynes Street, was considered in the Transport Assessment. While the comments regarding a one way arrangement for Haynes Street are noted, it is not necessary to significantly change the pattern of movement in the town centre to improve accessibility and amenity in the fashion outlined in this comment. The Transport Assessment in the draft KACP does not recommend any fundamental changes to the direction of movement of traffic on Haynes Street.

Noted.

Noted.

Quendas already inhabit the vicinity of the town centre. The City has recorded sightings in the vicinity of the Town Centre. The City can consider this proposal further in the context of future public realm improvements in the KACP area, particularly the idea of facilitating wildlife friendly landscaping and revegetation where appropriate.

with feature rocks and at times part walled and formed area to limit access by people that is alongside walking paths, buildings, roadways and in open space will make Kalamunda a very sought-after destination for visitors from across Australia and the world. Local business will benefit from the growing visitation. Specialist advice from mammal habitat researchers or organisations like the Australian Wildlife Conservancy will be required. Community planting under the guidance of native plant specialists will help engage local specialists and build connection with the Town Centre, City Gardens staff will need to be trained in the long-term care of these so that they remain habitat, rather than gardens.

5.3 – **Rooftop Terraces** – The History Village has evidence of a very popular rooftop that attracted people to Haynes St between the first and second world war. The City may well wish to research this very successful development. There are other rooftop entertainment areas in greater Perth and these may well be worth researching – not only from a design perspective, but also from a business success view.

Rooftop entertainment areas do need two things – something to look at and the ability to create large areas of shade. The views may include:

- Lights of the City
- View across the eastern or southern forest and the like

There are no further notes on Appendix A.

**7. OTHER IMPROVEMENTS AND COMMENTS ON THE PLAN AND APPENDICIES**

In addition to attached responses to the Draft Plan, the following improvements are suggested:

- Include KPAC, Agricultural Hall, Kalamunda High School and related land area as illustrated on page 4 of the Activity Area Centre Draft Plan. This represents an important opportunity to engage with these cultural and educational facilities and offers integration of them as vital parts of the Town Centre. Stronger integration will encourage high school students to use the Town Centre more frequently and add a younger street-view population to the Centre. It will also link southern Centre cafes and restaurants to the KPAC
- On page 42 of the Activity Plan Draft features an image of a blackboard titled *“these words and themes led to the following vision statement.”* It’s very hard to see how they link at all to the vision statement (see commentary that relates to the vision statement part of this response).

**8. APPENDIX H – LANDSCAPE PLAN**

3.3 The Town Square is a perfect place to create garden and habitat areas for bandicoots that link across the Town Centre.

Use of Australian Red Cedar (*Toona ciliata*) would make fast growing, good shade, deciduous and strong feature plantings in the Town Centre. Horticultural/arboreal advice needed.

Reduction of road area in Haynes and Barber Streets will make a big positive difference and it will increase planting and greening opportunities. The image on the bottom right hand side of Page 29 of the Landscape Masterplan is a hard and unattractive place. The adventure playground to its left is a terrific notion.

The following technology may be of great use to ensure that water is moved rather than channelled. This concrete seems also to be a great way to keep beds naturally watered. Water permeable concrete

Noted.

It is not clear what the submitter is referring to on Page 4. The illustration on page 48 includes a number of key themes that were identified through the early consultation phase of the KACP and are largely captured in the vision statement.

Refer to the above comment regarding bandicoots. With regard to the tree recommendation *Toona ciliata* is tree that potentiall grows 40-60m tall and therefore is not considered an appropriate tree species for an urban area due to the interference with utilities, expansive root growth and difficulty pruning. The City is currently considering a mixture of medium sized ornamental deciduous trees with seasonal blossoms and autumn colour, as well as a mixture of native trees to retain shade, biodiversity and habitat for native animals.

Comment regarding water permeable concrete is noted.

	<p><b>9. PLACEMAKING AND ENGAGEMENT – Appendix B</b></p> <ul style="list-style-type: none"> <li>• Some strong work here</li> <li>• Well-structured plan</li> <li>• Useful comments from community in the back of the document</li> </ul> <p><b>10. HISTORICAL AND ABORIGINAL HERITAGE BASELINE ASSESSMENT – Appendix E</b></p> <ul style="list-style-type: none"> <li>• Executive Summary states that it is based on desktop review. No on-site or face to face research was undertaken with people involved with the History Centre or Indigenous community</li> <li>• Elements of the Indigenous sky – celebrated at the Perth Observatory – in the City could be added or used for inspiration in the Town Centre</li> <li>• In addition to the findings of this document, the City’s recently adopted Reconciliation Action Plan as well as further studies and engagement with Noongar Wadjuk elders should also inform ways of marking and bringing to life within the Centre cultural practise and celebrations – including the six Noongar seasons as part of the Centre’s rebirthing.</li> </ul>	<p>Noted.</p> <p>As noted above, section 4.7.2 of the report discusses Aboriginal Heritage and makes a number of recommendations which will be implemented once the plan has been adopted.</p>
<p>11.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>RE: SUBMISSION ON DRAFT KALAMUNDA ACTIVITY CENTRE PLAN 2019 LOT 51 (NO.32) HAYNES STREET, KALAMUNDA</b></p> <p>We write on behalf of our client, Bunnings Group Ltd, occupiers of Lot 51 (No. 32) Haynes Street, Kalamunda, in response to the City’s advertising of its proposed Draft Kalamunda Activity Centre Plan 2019 (KACP).</p> <p>Bunnings Kalamunda has been part of the local community for nearly 20 years and employs more than 30 team members. Bunnings is keen to be able to offer more to the community of Kalamunda.</p> <p>Please accept this correspondence as a formal submission, advising of our client’s concerns regarding the proposed KACP. Specific matters within the proposed KACP, some of which we consider require review, are identified below.</p> <p><b>1. Land use permissibility</b></p> <p>We note the KACP indicates that the subject site is classified as ‘Centre’. Land use permissibility will be as per Table 1 Zoning Table within LPS3 for the corresponding zone. In this regard, a ‘Showroom’ is a ‘P’ use within the District Centre zone. Our client supports the proposed land use permissibility given that it is consistent with the current City of Kalamunda Local Planning Scheme No.3 (LPS3). It should be noted that Bunnings Warehouse is considered a ‘Showroom’ land use, and therefore any future plans to modify or extend the site would be permitted by LPS3.</p> <p><b>2. Precincts</b></p> <p>Bunnings Warehouse Kalamunda (the subject site) falls within the Main Street and Tourism precincts under the KACP. We note that the precincts are intended to guide land use and built form outcomes, and design standards vary for each precinct. Our client is concerned that there are two (2) different precincts mapped over the subject site. No other site within the KACP falls within two precincts. As such, we consider that</p>	<p>Noted.</p> <p>Noted - The plan itself does not propose to alter the current permissibility of the land use on this site under existing approvals. A Scheme amendment will be required to introduce a Centre zone. This will involve advertising and there will be consideration of land use permissibility at that time.</p> <p>The importance of the site to the town centre is noted, however the site clearly falls within two areas identified in the Precinct Vision Statements and map with distinctly different points of focus. A modification is proposed to remove the precinct vision statements and map from Part 1 of the KACP given potentially confusing implications on land use permissibility.</p>

the KACP should identify the subject site within one (1) precinct. Alternatively, we suggest that the City include a note to acknowledge that the site falls within two precincts and that the City's discretion to vary development standards may be considered to facilitate future development of the site. This is suggested to help reflect the importance of this site and its contribution to the activation of the townsite.

**3. Local Development Plan requirements**

The KACP specifies that a Local Development Plan (LDP) will be required prior to any development. Our client strongly objects to this requirement given the complexity of preparing an LDP with fragmented ownership, multiple interests, and costs. Additionally, an LDP will unduly delay any modification or extension plans for the Bunnings Warehouse. We consider that Development Applications for extensions to existing buildings should not be delayed or refused if an LDP is not approved over the site.

**4. Activity centre objectives**

Character – home in the forest

Our client is concerned that the heritage character requirements may restrict businesses from establishing within the town centre. The existing Bunnings colour pallet does not comply with the "home in the forest" materials and colours set out in the Built Form Design Guidelines (BFDG), such as stained or painted timber, stone, wrought iron, heritage brick, earthy colours, and simple roof forms found in vernacular agricultural buildings. We consider that an extension to the existing Bunnings building should not warrant a complete change in the design and colour pallet to comply with the KACP. As such, the KACP should allow the City discretion to consider and approve alternative materials and colours to those specified in the BFDG.

**5. Precinct vision statement**

We note that the subject site falls within the Main Street and Tourism Precincts under the KACP. We understand the City's approach to create a Main Street Precinct to encourage growth and intensification of retail, commercial and residential density; however, there are some fundamental aspects that must be considered. The KACP Main Street Precinct vision should not limit or prohibit the modification or extension of existing uses. We consider that any applications to modify or extend uses should not be refused by the City on the basis that these larger scale commercial uses are no longer "preferred" within the Main Street Precinct.

Additionally, we are concerned that the KACP does not acknowledge the existing land uses within the Tourism Precinct (such as Bunnings, other showrooms, and fast food outlets). We note that the Anchor Precinct is envisioned to accommodate larger scale commercial uses. However, this precinct is small and there are limited sites available, if any, for Bunnings and other business to relocate to this Precinct. As such, the City should include provisions to integrate existing uses should they seek approval for modification and extensions.

**6. Built form controls**

We note that Haynes Street is classified as Frontage 1. The existing Bunnings Warehouse frontage largely complies with the Frontage 1 standards. We understand that any application to modify or extend the site will require improvements to create an active street front to Haynes Street.

Comprehensive and coordinated planning across this street block is essential to achieve the desired outcomes for the town centre. Given the fragmented land ownership a Local Development Plan (LDP) is the most appropriate planning tool available to achieve the envisaged outcomes to consolidate land parcels where possible, ensure pedestrian linkages in accordance with the Movement Network Plan, manage servicing access and topography challenges.

Noted. The City recognises the need for companies to display corporate colours and will have discretion to vary the colour pallet, however should the site be redeveloped it would be reasonable for some compromise to be entertained. This has been achieved in other local government jurisdictions.

Noted. A modification is proposed to remove the precinct vision statements and map from Part 1 of the KACP given potentially confusing implications on land use permissibility.

Noted.

	<p>We note that KACP states that onsite parking is discretionary on Stirk Street. Our client supports this provision given that existing on-site parking for Bunning Warehouse is between the building and Stirk Street. Discretionary on-site parking is necessary on Stirk Street to ensure that Bunnings can continue to operate in this location.</p> <p><b>Conclusion</b></p> <p>We trust the comments made in this submission assist the City and Council in consideration of the proposed Draft Kalamunda Activity Centre Plan 2019.</p>	<p>Noted.</p>
<p>12.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>The City of Gosnells has no comment to make on this document.</p>	<p>Noted.</p>
<p>13.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>DRAFT KALAMUNDA ACTIVITY CENTRE PLAN</b></p> <p>Thank you for your letter of 25 June 2019 requesting comment from the Department of Health (DOH) on the above proposal. The DOH provides the following comment:</p> <p><b>1. Water Supply and Wastewater Disposal</b></p> <p>The activity plan should require that all development be connected to scheme water and reticulated sewerage and be in accordance with the <i>Government Sewerage Policy- Perth Metropolitan Region</i>.</p> <p><b>2. Public Health Impacts</b></p> <p>Enclosed is the DOH document <i>'Evidence supporting the creation of environments that encourage healthy active living'</i> which may assist you with Planning elements related to this activity plan. Also available to download from:  <a href="https://www2.health.wa.gov.au/Articles/F_1/Health-risk-assessment">https://www2.health.wa.gov.au/Articles/F_1/Health-risk-assessment</a></p> <p>The City of Kalamunda (the City) should also use this opportunity to minimise potential adverse impacts of the increased density and mixed-use development such as noise, odour, light and other lifestyle activities.</p> <p>The City could consider incorporation of additional sound proofing/insulation, double glazing on windows, or design aspects related to the location of air conditioning units, and other appropriate building and construction measures.</p> <p>The Activity Plan (the Plan) provides an opportunity to consider incorporating heatwave mitigation initiatives. It is extremely important for cities to undertake heat-related risk analyses and to devise plans for reducing and managing risks.</p> <p>The <i>'Heatwave Guide to Cities'</i> is intended to be a basic introduction to this topic and a resource for cities to start planning for extreme heat, available at the following link:  <a href="https://www.climatecentre.org/downloads/files/IFRCGeneva/RCCC%20Heatwave%20Guide%202019%20A4%20RR%20NLIN%20copy.pdf">https://www.climatecentre.org/downloads/files/IFRCGeneva/RCCC%20Heatwave%20Guide%202019%20A4%20RR%20NLIN%20copy.pdf</a></p> <p><b>3. Activity Plan Risk Assessment</b></p> <p>It is noted within the Plan, that good public health is not specifically recognised. Good public health outcomes require good planning strategies. The aim or goal of the Plan</p>	<p>Noted. Section 4.6.2.3 will be modified to reflect future connection requirements for development.</p> <p>The comments regarding additional sound proofing/insulation, double glazing on windows, or design aspects related to the location of air conditioning units, and other appropriate building and construction measures are noted. The design aspects regarding location of air conditioning units is addressed through the R-Codes. However the other design recommendations will need to be considered on a case by case basis having regard to the location of development in respect to noise generating land uses.</p>

	<p>should include a direct reference to 'enhancing the public health of the community'.</p> <p>Although the Plan focuses on positive outcomes for the City, it does not address or incorporate mitigation of potential negative social and public health issues. Consideration of such issues early in the planning of the Activity Centre may avoid potential problem areas in the future.</p>	
14.	<p><b>Non-Objection – Total Number of Submissions: 1</b></p> <p><b>RE: Draft Kalamunda Activity Centre Plan</b></p> <p>The Department of Communities (Communities) would like to thank you for the opportunity to comment on the proposed draft Kalamunda Activity Centre Plan.</p> <p>Communities Supports the City of Kalamunda in the preparation of this draft Kalamunda Activity Centre Plan. Communities acknowledges the efforts to explore Kalamunda's potential as a vibrant, attractive and functional town centre as envisioned by the KACP.</p> <p>Communities as landowners of Lot 608 (6) Dixon Road, Kalamunda support the rezoning of the site from R30 to R60, and have no objections to the requirement of a Local Development Plan across the site. In addition to this, Communities support the consideration of aged care services to be provided as listed under Table 7 of the KACP.</p> <p>Thank you again for the opportunity to comment on the draft Kalamunda Activity Centre Plan.</p>	Noted.
15.	<p><b>Non-objection – Total Number of Submissions: 1</b></p> <p><b>DRAFT KALAMUNDA ACTIVITY CENTRE PLAN - INVITATION TO COMMENT</b></p> <p>Thank you for your letter dated 25 June 2019 inviting comment on the above proposal for the Kalamunda town centre.</p> <p>The Department of Mines, Industry Regulation and Safety has determined that this proposal raises no significant issue with respect to mineral and petroleum resources, geothermal energy, and basic raw minerals.</p>	Noted.
16.	<p><b>Non-objection – Total Number of Submissions: 1</b></p> <p><b>Draft Kalamunda Activity Centre Plan - A 10+ year vision for the Kalamunda Town Centre</b></p> <p>Thank you for providing the Department of Primary Industries and Regional Development (DPIRD) the opportunity to comment of the City of Kalamunda's draft Kalamunda Activity Centre Plan.</p> <p>Given the urban nature of the Kalamunda Centre, DPIRD has no comments to make.</p>	Noted.
17.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>Re: Draft Kalamunda Activity Centre Plan – A 10+ year vision for the Kalamunda Town Centre – Invitation to Comment</b></p>	Noted.

<p>Thank you for the above referral dated 25 June 2019. The Department of Water and Environmental Regulation (DWER) has assessed the referral and has the following comments to provide:</p>	
<p><b>1. Urban Water Management</b></p> <p>Local government authorities play a critical role in the implementation of <i>Better Urban Water Management</i> (BUWM) (WAPC, 2008) through the assessment of water management reports, ensuring infrastructure is constructed in accordance with approved urban water management plans and subdivision guidelines, and enforcing requirements through their role in the State's planning process.</p> <p>There are a number of actions the City of Kalamunda can take to move towards a more water sensitive and climate resilient local government. These include ensuring that appropriate consideration for total water cycle management is given at all stages of the planning process and that Water Sensitive Urban Design (WSUD) and Best Management Practices (BMP) are implemented within the local government boundaries by both the council and private industry (i.e. developers, business, residents).</p> <p>The City of Kalamunda is in an ideal position to implement WSUD through residential, commercial, industrial and rural development and renewal projects and retrofitting ageing infrastructure. Retrofitting should be considered in existing developed areas where the hydrologic, ecological and water quality requirements have not been adequately addressed. Planning in advance creates opportunities for retrofitting in areas reaching redevelopment potential. Improved water management can lead to improved natural features and use of public open space, enhanced recreational opportunities and reduced flooding risk.</p> <p>For more information regarding the implementation of BUWM that could be considered and adopted to achieve best practice WSUD developments, please refer to Guidance note 5 - The role of local government which is available on the DoW's website under <i>Planning for the future / Water and land use planning / Better urban water management</i>.</p> <p>Further information can also be accessed from the New Water Ways website <a href="http://www.newwaterways.org.au">www.newwaterways.org.au</a> under <i>Policy and Regulations</i>. The DWER recommends, that in accordance with Water Sensitive Urban Design (WSUD) principles, opportunities to infiltrate and treat the 1 hour 1-year ARI event (or 15 mm rainfall depth) at source should be investigated. The DWER recommends the minimisation of piped networks and encourages the use of road side and median swales, tree pits and rain gardens to manage stormwater at source for the 1 year 1 hour ARI events and overland flow via road reserve swales for up to the 5 year ARI event, to reduce or eliminate the requirement for 'end-of-pipe' biofilters and thus increase the functionality of public open space and conservation areas.</p>	<p>Noted. The Landscape Masterplan will be modified to include reference to Water Sensitive Urban Design and Best Management Practices to be considered during detailed design of streetscape improvements.</p>
<p><b>2. Public Drinking Water Source Area Protection</b></p> <p>The Middle Helena Public Drinking Water Source Area proclaimed under the <i>Metropolitan Water Supply, Sewerage and Drainage Act 1909</i> is located within the City of Kalamunda area. The Middle Helena Catchment Area Land Use and Water Management Strategy, available here, should be used to guide State and local government land use planning decisions. It should be recognised in the relevant Shire's Town Planning Schemes, consistent with the Western Australian Planning Commission's (WAPC) <i>Statement of Planning Policy No. 2.7 - Public Drinking Water Source Policy</i>. The Plan should also be used as a guide for protecting the quality of water in the Public Drinking</p>	<p>Noted.</p>



	<p>Water Source Area. According to <i>Water Quality Protection Note 25: Land use compatibility tables for Public Drinking Water Source Areas</i> (LUCT) (DWER, 2016) available here, land uses that are incompatible within Public Drinking Water Source Area's (PDWSA) should be refused by decision making authorities or referred to the Department of Water for advice.</p> <p>Land uses that are considered compatible with conditions should be referred to the DoW for advice on the conditions required. Acceptable land uses are considered to be consistent with the management objectives of the applicable priority area and do not require the Department's advice.</p> <p>For more information refer to the DWER website at <a href="http://www.dwer.wa.gov.au">www.dwer.wa.gov.au</a> under <i>Urban water / Drinking water</i>.</p>	
	<p><b>3. Non-Potable Water Supply</b></p> <p>The DWER encourages early consideration of water requirements and water source availability for development, as well as the consideration of alternative fit-for-purpose water sources and maximum efficiency of water use. For more information refer to the DWER website under <i>Urban water / Recycling and efficiency</i>.</p>	Noted.
18.	<p><b>Non objection – Total Number of Submissions: 1</b></p> <p><b>Re: Draft Kalamunda Activity Centre Plan – A 10+ year vision for the Kalamunda Town Centre – Invitation to Comment</b></p> <p>Thank you for your letter dated 25 June 2019 providing the Department of Education (Department) the opportunity to comment on the Draft Kalamunda Activity Centre Plan (KACP).</p> <p>The Department has reviewed the KACP and wishes to advise the following:</p> <ul style="list-style-type: none"> <li>- It is noted that one of the objectives of the KACP is to introduce a diverse housing typology to appeal to broader market segments and support growth in younger age cohorts. In this regard, careful consideration needs to be given to the student yield that is expected to be generated from the potential residential growth in the KACP.</li> <li>- When the Department undertakes the school planning process, it needs to consider the residential development in the area and the surrounding locality, and the impact it will have on public student enrolments across all the schools in the locality.</li> <li>- Currently, the KACP is within student local intake areas of Kalamunda Primary School and Kalamunda Senior High School and that there is limited accommodation capacity for both schools to cater for future student population growth in the locality.</li> <li>- It is acknowledged that the KACP is planned for additional 400 dwellings and that the future redevelopment will be staged or occurred over a period of 10 years or more given the fragmented landownership.</li> <li>- Accordingly, it is expected that the incremental residential growth over the years would not have significant impact on the student accommodation capacity of the subject schools.</li> <li>- In view of the above, the Department has no objection to the Draft KACP.</li> </ul> <p>Notwithstanding this, the Department will closely monitor the residential development</p>	Noted.

	<p>and student enrolment growth in KACP and surrounding locality and student enrolment growth in the subject schools particularly in the context of assessing educational requirements. The Department welcomes the opportunity to liaise with the City of Kalamunda on this matter.</p>	
<p>19.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>SUBMISSION – KALAMUNDA ACTIVITY CENTRE PLAN</b></p> <p>On behalf of Cagen Holdings Pty Ltd and XXX, as majority owners for strata lots on No.14 Central Mall, element would like to provide comments on the City of Kalamunda Draft Activity Centre Plan (ACP). Firstly, we would like to acknowledge the quality of the document prepared by the City and its consultants and thank the City for its initiative to have the framework prepared that may act as the catalyst for a reinvigorated and well planned City centre. A number of long term retailers and rate payers in the area have been severely struggling in this current economic climate and if it were not for the Kalamunda Markets ('Artisan', 'Night' and 'Farmers') then a number of retailers would not exist. The City Centre is the heart of Kalamunda and we strongly support the City investing in its future as outlined in the ACP.</p> <p>The critical aspect of this submission is to ensure that the markets remain as an integral part of the Central Mall. Without the markets, the businesses in the Central Mall simply cannot survive. The population and spending capacity of the Shire is simply not sufficient to sustain the small 'nonessential' retailers that provide the 'Kalamunda Village' with the diversity and character synonymous with Kalamunda. They are the essential component for extending the retail catchment well beyond the municipal boundary and what enables the main street retailers outside the 'Kalamunda Central Shopping box' to survive. The relocation of the markets away from the Central Mall would destroy the very business which make the Kalamunda Village special.</p> <p><b><u>Suggested Modifications</u></b></p> <p>1. <u>Branding</u></p> <p>Branding is a critical element to providing a point a point of difference and to provide a common platform for all marketing and promotion to focus on, so one set of advertising assists all. In this regard we strongly recommend that the Document be rebranded "Kalamunda Village Activity Centre Plan" and Kalamunda Village be woven throughout the report.</p> <p><i>Recommendation 1: Rebrand the document "Kalamunda Village Activity Centre Plan".</i></p> <p>2. <u>Markets</u></p> <p>As initially outlined, the importance of the retention of the markets in the Central Mall is essential to sustain the very businesses that provide the Village its character. Whilst we fully support the we are concerned that the 'Barber Street Piazza' has no mention of being used for markets whatsoever. With the comments regarding Kalamunda Town Square also including 'Market opportunities' we do not want this to be at the expense of the markets being moved out of Barber Street Piazza'. The children's playground on the flat area needs to be designed and located on the periphery of Lot 3669 (No. 5) Barber Street owned by the State to allow the flat areas to still be used for markets, particularly the night markets where a level area is essential for food vans and where families can enjoy the food and beverages whilst watching their children play.</p>	<p>Noted.</p> <p>The draft KACP does not propose to move the markets away from Centrall Mall. Rather, the following relevant opportunity is envisaged in the draft KACP report:</p> <p>Central Mall – <i>"Support opportunities for community events such as market days and fairs activating the street in the day and night".</i> (Page 56)</p> <p>While there are some comments which refer to the retention of the "village" character Kalamunda town centre it is not clearly distinguishable as a village by definition in contrast to other ways of describing the Centre, for example as a "town". There are considered to be sufficient branding opportunities as a town centre.</p> <p>Noted. While the role of the Activity Centre Plan makes reference to the continued operation of the markets in the Central Mall and does not propose their relocation. The proposed Town Square concept provides for other additional opportunities, including the occasional market stalls, but is not seen as a substitute for the Central Mall markets.</p> <p>Rec 2 This is a detailed design matter to be considered when the public realm areas are being designed.</p> <p>Rec 3 Additional words are unnecessary as the town square precinct only makes reference to "opportunities" amongst many other possible activities. The plan shows that the main markets are envisaged to continue in the Central Mall</p>

*Recommendation 2: Insert statements referring to the retention of flat areas for events such as markets, food vans into the Barber Street Piazza Precinct.*

*Recommendation 3: Insert the words 'secondary or supporting' before the word 'markets' in the description of the 'Kalamunda Town Square' precinct.*

3. One Way road system and parking in Central Mall.

My clients strongly support the introduction of the one way road system into the Central Mall, but only with the design statements as shown in the document aimed at creating a low speed shared pedestrian vehicle zone, flush paving/carriageway, on street parking and landscaping, but most importantly, allowing for temporary closure for market days and other community events such as the vintage car displays which regularly frequent the Mall.

Convenient parking on non-market days is very important to business activities. During the detailed design of the Central Mall and the 'Barber Street Piazza' we would like to ensure that the number of parking bays is optimised and that these bays be managed bays with a '1 hour' cap to ensure a high turn over and that they are not used for all day staff parking.

*Recommendation 4: Insert the words 'short term' before the 'parking' in the sixth dot point in the Central Mall Precinct.*

We also believe that there is an opportunity to insert some angled bays just off the Central Mall in the 'Barber Street Piazza' which could be installed without intruding too far into the Piazza. This would allow for convenient parking particularly for parents with children using the children's playground.

*Recommendation 5: Insert statements regarding the investigation of the provision of angled parking access via Central Mall as part of detailed design works.*

With regard to the direction and flow of traffic in the one way system proposed for Central Mall, we can see merits for both directions in terms of feeding traffic into the Haynes Street, or providing a release for traffic stuck in Haynes Street and providing an 'uphill' traffic flow to help slow traffic down without the use of traffic calming devices. The flow of traffic requires detailed consideration from traffic engineers, planners and urban designers to make sure the correct decision is made. If there were a preference, it would be the direction towards Haynes Street with a left out only to ensure it does not bottleneck down Central Mall.

4. Creating a Food and Beverage Focus

The document talks about creating a food and beverage focus for the Central Mall Precinct which we believe has some merit provided other retail uses aren't necessarily excluded. The biggest impediment to existing premises being converted into restaurants/bars /takeaway food outlets etc is satisfying the parking requirements under the Scheme. The parking rates for a 'shop' under the Scheme are 5 bays per 100m2 of NLA (proposed 4.5 bays per 100sqm under the ACP), but a Tavern requires 1 bay per 5m2 of bar/public area, Restaurant 1 per 4 persons and a 'Fast Food Outlet' (Takeaway) is 10 bays per 100m2 with a minimum of 6. As there is no reasonable ability for an existing premises to provide additional parking, this then becomes a cash in lieu burden and a significant impediment to a new business trying to establish itself. It is recommended

location.

Rec 4. The City's officers support this modification. The Landscape Masterplan and any references to parking within Central Mall in the KACP will be modified to include "short term parking".

Rec 5. This concept is noted, however it will need to be considered at the detailed design phase for Central Mall.

Comment regarding direction of traffic is noted. However no decisions have been made regarding the appropriate direction of traffic and it will not be within the scope of the KACP to resolve this question.

Rec 6. The City's officers acknowledge and agree with the intent of recommendation, however it is important that each application for development is considered on its merits. It should be noted that the Local Planning Scheme has provisions which allow for discretion to be exercised and that the objectives of the KACP would be taken into consideration.

Rec 7. The City has progressed Amendment 96 to the Local Planning Scheme that introduced the small bar land use. The principle behind incentivising appropriate land uses is agreed and noted, however the City already has the discretion to vary parking standards under the Local Planning Scheme No. 3 and the merits of a particular proposal need to be assessed on a case by case basis.

that 'incentives' need to be provided to establish such premises that are in line with the vision of the ACP and that these incentives should extend to cash in lieu not being required for change of use applications where the proposed use in accordance with the vision of the ACP.

There are currently a number tenancies on the eastern side of the Central Mall which are vacant. Whilst this could be simply market conditions, it is essential for the creation of a vibrant 'main street' mall for both sides of the street to be activated. Providing the best planning environment possible to assist in encouraging the occupation of these tenancies is considered in everyone's best interest.

*Recommendation 6: Insert into Clause 11 of Part 1 provisions that where a change of use application is received that is consistent with the objectives of the ACP that Council may waive the need for any cash in lieu payments.*

It is also noted that the Scheme or ACP does not include any provisions regarding small bars where alcoholic beverages may be served without people needing to have a seat or a meal. These facilities are limited to 120 people and are a different dynamic to a much larger Tavern as they typically have a 'tapas'/small meal focus which would be ideal for the creation of a vibrant village. We believe that such a uses would currently be considered as a 'Use Not Listed' under the Scheme, but there is an opportunity in the ACP to insert provisions to encourage a small bar and then once approved, a Basic Scheme Amendment be initiated to insert the use into the Scheme.

*Recommendation 7: That statements and car parking ratios be inserted into Part 1 of the ACP to encourage the provision of small bars in the precinct.*

5. Other points

We note that for my clients property at No. 14 Central Mall, that they have 3 different frontage requirements for the same property with permitted development ranging in height from 6 storeys down to 3 storeys. The Built Form Design Guidelines must provide clarity around the integration of the heights and the heights are simply those fronting the streets, with taller heights permitted behind when overshadowing is demonstrated not to be an issue. Whilst it may be difficult to address as part of the ACP, the property at 12 Mead Street on the corner of Central Mall owned by Mr Della Franca and High Vale Orchard Pty Ltd contains a vacant former medical centre with an undercroft parking that presents very poorly to the Mall. This vacant building and the anti-social behaviour it supports is a significant impediment to the activation of the Precinct and achieving Council's vision. We strongly encourage the City to look at initiatives to either get the property redeveloped, used as covered markets on market days, or boarded up with solid fencing that is used as a public art piece to improve the presentation to the Mall until another development becomes viable. We strongly recommend that discussions be held with this land owner and Place makers to fix this blight on the gateway to the Mall.

6. Implementation

Whilst this is the last point of our submission it is very important for Council to consider the implementation priorities and we strongly advocate for the Central Mall to be the first major works to occur, elevated above the Haynes Street works. The Haynes Street works will be very disruptive to local businesses already doing it tough and it could be the financial end of many businesses unless very well conducted.

Other Points – modifications will be made to the Built Form Design Guidelines to include design guidance around the management of transitions between different frontage types on a single property.

These are maximum heights and the transition can ultimately be dealt with as part of the design and assessment process for a development application.

The Kalamunda Activity Centre Plan will not directly control the order in which public realm improvements are undertaken in the town centre, however it is acknowledged that the Plan will have a guiding influence. This is ultimately a decision that needs to be made by the Council and subject to funding being available to undertake streetscape improvements. The comments regarding cash in lieu funds available for improvements are noted and will need to be considered in the context of prioritizing streetscape improvements.

	<p>It is considered that the 'quick win' is actually the Central Mall works that can then act as a small relief valve for a closed Haynes Street on non-market days. The 'quick win' will also make a significant statement that the Council is serious about the implementation of the ACP that will be the catalyst for further private investment in the Village. It is also noted that this is the works that is likely to have the least impact on the budget, especially as there is money in the City's cash in lieu fund which can be directly used towards the provision of parking in the Mall.</p> <p>When my client undertook the development on 14 Central Mall, there was a cash in lieu of providing parking requirement paid pursuant to Clause 5.7.4 of the Scheme in the order of \$370,000. The Scheme required these funds to be set aside in the Carparking Trust Fund and then requires such funds to be used for either the purchase of land for parking, the provision of public transport, or "for the provision of parking in joint-use facilities"[Clause 5.7.4 c)(ii)]. It would be highly appropriate for these funds to be spent on the location that gives the maximum benefit to the property from which the funds were generated, and, in this regard, my client strongly supports the funds being used for the provision of parking in the Mall. This would effectively reduce the capital expenditure of the first stage by some \$370,000. My client is more than willing to work with the Council to spend some money on their building and its presentation to the Mall concurrently with Mall works to further assist in the Council receiving the best return on its capital. Again we thank the City and its team for the preparation of this quality ACP and we look forward to continuing to work with the City to achieve the best outcome for the Kalamunda Village. We would really appreciate being involved further, particularly on the detailed design of the Mall.</p> <p>We trust the above points will be given due regard by the Council in its consideration of the ACP.</p>	
20.	<p><b>Comment - Total Number of Submissions: 1</b></p> <p>How about spending some money on High Wycombe. Keep increasing the rates and get nothing in return.</p>	Noted.
21.	<p><b>Comment - Total Number of Submissions: 1</b></p> <p>We have reviewed the 10yr forward plan and appreciate the future of Kalamunda. As a "prominent site" client we would like to ensure the centre will continue to be in a central location to the bus station with facilities encompassing hairdresser, podiatry, exercise and computer classes including the many current regular users.</p> <p>The hall requires adequate water/electricity points for the above clients in addition to a lift/ramp (if the building is to be 2 storey) with suitable car-parking facilities. We wish Urbis and WACP every success instigating the program.</p> <p>We wish you well on your upcoming holiday and think an extra newspaper article reiterating the podiatry service would be beneficial in the short term as we have already picked up 5 new clients this week</p>	Noted. It is not clear what site this submission is referring to however it appears to be relating to the Jack Healey Centre with some misunderstanding as to the nature of the proposal.
22.	<p><b>Comment - Total Number of Submissions: 1</b></p> <p><b>Draft Kalamunda Activity Coordinates</b></p> <p>The Kalamunda Council have caused problems with the Town Centre by allowing bad</p>	Noted.

<p>planning decisions. Auto One is a very ugly square box. It doesn't Blend in and is an eyesore. It belongs down in midland where there is no rhyme or reason away, another is the office block that has inroaded into the park between Barber Street and the Mall. Have you noticed people don't sit there anymore?</p> <p>It's a thorough fare who wants to look at a huge brick wall. The vista has gone and instead too look at he very ugly carpark between barber and canning road.</p> <p>I have heard that there is talk of knocking down the Jack Healy Centre and making the elderly people of Kalamunda go to Jorgensen Park. Please have some thought about this. They would feel pushed out into the sticks, with no public transport and sloping grounds and carpark.</p> <p>The Jack Healy Centre needs an overhaul. The rooms are awful and cold. I go there once a month for a meeting. It needs to be made a lot more homely and friendly. The grounds are a disgrace.</p> <p>Another spot that could do with an overhaul is the children's playground in Stirk Park. How about an adventure playground along the lines of the one in Albany on Middleton beach road and flinders road, its fabulous.</p> <p>If you want to keep the special feeling that is Kalamunda and that you are losing fast, encourage small specialist shops rather than office blocks and shopping centres. The mall is an unused area and that can be blamed on greedy landlords wanting higher rents. Not sure how you can fix that problem. There are too many empty shops in the mall area. Building more might cause businesses to shift but leave another empty space somewhere else, which is what happened when the office block was built.</p> <p>I have decided to write all of this down because after reading t Kalamunda Activity Centre Plan, I was none the wiser, what a lot of waffle!</p> <p>Instead of six pages of wasted papers and goodness knows how much funding, get to the facts and tell us exactly what you have in mind for prominent places etc.</p> <p>Looking at the plans everything looked exactly the same with a few more trees perhaps. I've never read such a load of dribble and I think Kalamunda Council needs to understand that we need some facts, and would you please stop your planning department from approving ghastly buildings. I don't include Aldi's in the comment as it oils nicely into surroundings.</p> <p>While I am in a roll could the pine trees in canning road be sorted, why haven't they had new ones planted in places of the ones that we have been removed or dying. This would show that the council really does care and has a vision!</p>	<p>Noted.</p> <p>The City is investigating playground improvements for Stirk Park.</p> <p>Noted.</p> <p>Noted. The KACP attempts to address many of the concerns raised.</p> <p>For Prominent Sites the KACP will support the City's assessment of development on these sites, encouraging:</p> <ul style="list-style-type: none"> <li>• An exemplary standard of architectural design, as determined by the City of Kalamunda's Design Advisory Committee;</li> <li>• On corner sites, respond architecturally to the corner condition in a way that emphasizes the corner. Examples of this include increased height, vertical architectural element, corner entry, bay window, blade signage;</li> <li>• Provide special awning treatment, distinctive cladding material, etc.iii. On sites that terminate vistas, place vertical elements, bays or entries (elements that are obvious at a distance) at the centre of the view line;</li> <li>• Other solutions to both corner sites and sites that terminate vistas may be appropriate and can be agreed with the Design Advisory Committee.</li> </ul> <p>Noted.</p> <p>The City undertook an assessment of the health and structural condition of the pine trees on Canning Road in 2019 and has since undertaken works in an attempt to improve the health of the trees.</p>
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		<p>More broadly the City is preparing an Urban Forrest Strategy and Local Biodiversity Strategy this year, which will include recommendations regarding urban tree management and planting.</p>
<p>23.</p>	<p><b>Comment – Total Number of Submissions: 2 (Both Verbatim to each other)</b></p> <p>Kalamunda Town Centre ‘Activity Centre’ Plan 2019.</p> <p>A Response incorporating community reactions compiled by the Kalamunda Ratepayers Association (Inc). <i>(Words in red italics are to progressively convey the essence of community reactions.)</i></p> <ol style="list-style-type: none"> <li>1. The history of ‘Statutory’-led Planning for central Kalamunda for over at least ten years has been <i>disastrous from a creative and future conceptual perspective</i>. In that there has been no attention to unified design or definition of a clear functional framework, within which elected Councilors could consider the ad hoc applications for mainly speculative development proposals.</li> <li>2. This ‘Activity Centre’ Planning external consultancy project from the local community view once again <i>fails to adequately identify either the true nature of existing activities or the particular needs of users that could be met more effectively in the future</i>.</li> </ol> <p>Very few of these recommendations respond to either current needs or future realities of this small and historically distinctive town centre.-</p> <p>The fundamental starting point for Urban Planning development is <u>functional analysis</u> (put simply this doesn't mean simply asking users <u>what they ‘want’ or would like</u>, but questioning and analysing <u>what they currently do</u> in this town centre. <i>That functional analysis was inadequate and has resulted in a misleading and largely irrelevant set of planning proposals.</i></p> <ol style="list-style-type: none"> <li>3. Clear evidence of this vital Planning mistake is absence of recognition that the great majority of daily user-activity in this Town Centre is short stay; and <i>failure to identify the existing nature of both pedestrian and vehicular movement</i>. For example, the existing use of Haynes Street has been misunderstood – it is lined either side with short-stay retail facilities – banks, newsagent, pharmacy dry-cleaner, bottle shops, dress shops and some cafes. Those services require immediately accessible short-stay high-turnover parking. (Note: The consultant’s so called ‘analysis of parking requirements’ was actually based on a “fly-over”!</li> <li>4. Specific aspects rejected by the user- community are as follows; -             <ol style="list-style-type: none"> <li>a) Canning Road traffic as currently managed, effectively being intermittently very high density ‘nose to tail’ moving at excessive speed, cuts off safe access to the Town Centre from its largest adjacent residential user area. No proposals are offered to address this important and long-neglected issue. <i>(Partial diversion of that, possibly by a one-way circuit via Railway Road and Elizabeth Street, should be considered).</i></li> <li>b) The important Kalamunda Road/ Canning Road entry to the Town at the Boonooloo/ Elizabeth Street location should be a distinctive ‘Gateway to Kalamunda and the Hills, but is at present a confusing visual and unsafe ‘mess’ as it approaches the Town Centre. That is made more unsafe by frequent traffic entering and leaving the Stirk Medical locality and the retail premises</li> </ol> </li> </ol>	<p>Noted.</p> <p>Noted.</p> <p>Analysis has been undertaken to consider current land use and various elements that contribute towards the use of the town centre (both public and private), and the associated needs of the District Centre as required under the planning framework.</p> <p>The comment regarding the nature of land use on Haynes Street is noted, however it is not clear what aspects of the KACP this comment/objection is referring to.</p> <ol style="list-style-type: none"> <li>a) Noted. The road network hierarchy, including Canning Road, was considered in the Transport Assessment. While the concept of redirecting traffic is noted, a change to the road network of this magnitude requires detailed assessment that is not within the scope of the KACP preparation. Furthermore, while the idea may represent an opportunity to improve one part of the town centre, it has the potential to significantly impact other important parts of the town centre (Railway Road). In this regard, no fundamental changes to the direction of movement of traffic on Canning Road are proposed.</li> <li>b) Comments regarding the Stirk Medical entry are not clear. Regarding Stirk Park whilst this park is included within the KACP area it does not substitute</li> </ol>

opposite. That area, as well as Stirk Park that is the major outdoor entertainment area of Kalamunda has been given no attention whatsoever by the Consultants. *Why? (That is a further stark reminder of how little attention these external consultants have given to comprehending the current problematic aspects of vehicular movement and public safety.)*

c) The choice of location for a "Town Square" adjacent to and inexplicably displacing parking for the Library etc. is rejected outright by the community. *(The Central precinct / old Community Hall area could be further developed and partially regraded for a similar purpose and is a better location.)*

d) The proposal for 4 storey buildings in the Town Centre is also rejected by the community as unacceptably destroying the mainly single and two storey historical 'image' of Kalamunda *(that clearly does have future tourism attraction potential.)*

e) The proposal along with 4 storey buildings, to allow Central precinct to become *other than exclusively for pedestrian access is also firmly rejected by the community.*

f) Some modest increase in tree planting in the town centre is supported but certainly not down the centre of Canning Road, Mead Street, Stirk Street or Barber Street since that would obstruct sight- line safety and further reduce Activity by removing more short stay parking to the obvious detriment of users and businesses in adjacent retail premises. *(Furthermore, it is noticeable that the City has already started to reduce parking bays by 5 in Haynes Street; in a highly objectionable attempt to enhance vehicular priority in the Haynes/ Barber/ Mead circuit that must be immediately reversed to give full pedestrian crossing priority on that circuit.*

g) The whole 'Activity area' as perceived involves actual users being isolated everywhere from safe access to the Town centre *by priority being given to moving traffic* - (Mead Street, Canning Road, Railway Road and Haynes Street). This is plainly counter-productive when attracting Tourism will be a key potential future employment and retailing driver; *since visitors to the Town will experience negative 'walkability'.*

5. These future Planning proposals do not, but surely must contemplate an enhanced 'community hub' to attract and accommodate intergenerational activity. WHY not? – A new Adult Learning Centre supported by the City, is half a Km out of the Town Centre, off Mundaring Road, was not even noted. Yet the building of it in that location (with no pedestrian access link to the Town Centre) will draw many current users of existing central facilities, away from incidental use of retail facilities in the Town Centre.

The study does include some useful analysis of retail uses but alarmingly notes 3,000 square metres of currently empty retail space and why that has occurred; relating that to larger more comprehensive retailing facilities accessible in Midland. The consultant's conclusion is that this is not likely to change much. So with that preliminary conclusion, they then concentrate on increasing what they describe as '*desirability*' e.g. *by advocating spending over \$25 million on their version of 'Landscaping' that is clearly not affordable for the marginal benefit it may achieve.*

6. The illustrations provided with this voluminous documentation are *highly misleading to the public since they represent modified spaces as being much larger in size and scale than reality; and also ignore the significant fact that most*

the Stirk Park Master Plan, which will continue to provide an overarching framework for the development of Stirk Park. The KACP does however consider the importance of Stirk Park to the town centre, particularly with regard to public realm improvements envisaged under the Landscape Masterplan.

c) The intent behind the Town Square concept was never to replace the parking areas, but rather design the parking area as an adaptable place that could be closed if necessary to facilitate events and community activities. The Landscape Masterplan will be modified in this regard.

d) The visioning workshops prior to the release of the draft KACP canvassed the potential for buildings up to 4 storeys in the proposed town centre R-AC3 area. The examples provided during visioning were well received and highlighted that building height of up to 4 storeys was not in itself the primary concern in a Kalamunda context, but rather the need for high-quality building design for multi-storey buildings. The draft Kalamunda Activity Centre Plan and Built Form Design Guidelines provide a framework to ensure good quality design outcomes.

e) The plan proposes to enhance the existing pedestrian areas and to enliven streetscapes that are currently not sufficiently activated. There is ample planning and urban design evidence that supports the recommended approach, including allowing vehicles to traverse Central Mall. The success of any pedestrian mall is highly dependent on large numbers of people during the whole day and the evenings, as well as having the appropriate land uses that generate pedestrian traffic to draw pedestrians through the mall. This is not occurring in Central Mall at present and is unlikely to occur in the foreseeable future.

f) Noted. The concept of pedestrian priority requires further consideration in the context of future streetscape improvement projects. At this stage the general principle of facilitating pedestrian movement and safety is addressed in the KACP.

g) Noted. Refer to comment (f) above.

Noted. The KACP will be modified to consider the redevelopment at Jorgenson Park in the local context and more accurately depict pedestrian connections from the KACP area.

Noted.



	<p><i>of the Town Centre exists on sloping ground.</i></p> <p>Conclusions- (The essence of these have already been outlined progressively above in the red italic wording.) -</p> <ol style="list-style-type: none"> <li>7. This \$124,000 external consultancy 'Activity Centre' Planning supposedly for the future of Kalamunda Town Centre, being incredibly extended to over 12 months, has not succeeded in offering any worthwhile proposals for future enhancement.</li> <li>8. Kalamunda does however have real potential as a base for attracting visitors in increasing numbers to the extensive afforested Hills area. That could have a positive effect on the local economy, but require its small scale historical origins and evolution to be more prominent. Various types of new short-stay accommodation and a free 'hop on/off bus circuit (similar to that on Rottnest Island) based in Kalamunda connecting various attractions in the Hills region would assist creative planning to achieve that objective.</li> <li>9. The issues of safe 'pedestrian-friendly access and walkability' as well as much improved 'special-purpose' traffic management will be vital.</li> <li>10. Future conceptual Planning, substantially more detailed than is achievable by 'high-level' statutory means; and with extensive community consumer engagement is henceforth required.</li> <li>11. The Council is advised to abandon any further waste of time and expense on external consultancy; to reject the very small Kalamunda town site as a suitable singular focus for local urban 'Activity Centre' planning; and refocus constructive effort by engaging much more closely than hitherto with the resident community.</li> </ol>	<p>Noted.</p>
<p>24.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>DRAFT KALAMUNDAACTIVITY CENTRE PLAN-A 10+ YEAR VISION FOR THE KALAMUNDA TOWN CENTRE (KACP) CITY OF KALAMUNDA</b></p> <p>Thank you for your correspondence dated 25 June 2019 requesting Main Roads comments on the above proposal.</p> <p>Canning Road/Kalamunda Road is designated as an "Other Regional Road" within the Metropolitan Region Scheme, which is under the control of the Department of Planning, Lands and Heritage.</p> <p>As the proposal is not adjacent to, nor will it impact, any roads under Main Roads control, Main Roads has no comment or objection to the proposal. It is recommended the City contact the Department of Planning, Lands and Heritage, Land Use Coordination (ILUC) Branch, for review and comment on this proposal.</p> <p>The City is advised, local traffic treatments will require further approval from Main Roads under the Road Traffic Code 2000. Main Roads requests a copy of the City's final determination on this proposal to be sent to XXX quoting the file reference above.</p>	<p>Noted.</p>
<p>25.</p>	<p><b>Non Objection – Total Number of Submissions: 1</b></p> <p><b>Draft Kalamunda Activity Centre Plan</b></p> <p>I refer to the letter dated 25 June 2019 inviting comment on the above proposal. Perth Airport has reviewed the documentation and provides the following response.</p>	<p>Noted.</p>

	<p><b>COMMENTS ON DRAFT PLAN</b></p> <p>Perth Airport acknowledges the Kalamunda town centre is a vital hub which connects visitors to the wider Perth hills region. Protection of its character and promotion of tourist-based land uses and the area as a region for tourism is greatly encouraged. As a potential driver of air traffic this has positive impacts on the local and WA economy. Perth Airport supports the draft noting the intention to promote the local area for tourism purposes.</p> <p>The suburb of Kalamunda is not local within the 2019 Australian Noise Exposure Forecast (ANEF) or within the 'Noise Above' N65 or N60 night time contours. It is worth noting that these contours do not capture every aircraft movement flying through that area. There may be a significant number of events below 65 and 60 decibels which may also annoy some people. There may also be aviation activities in the area that are not associated with Perth Airport. As the Kalamunda Activity Centre is located lateral to the main and planned new runway there are a few flight corridors that traverse overhead. However, aircraft may use the airspace above Kalamunda when conducting operations to and from Perth Airport and other aerodromes. These operations are accompanied by a volume of airspace that must be kept clear of obstacles to ensure aircraft following them can do so safely. Further, the procedures associated with the proposed parallel runway have not yet been designed. Nonetheless it is critical that the airspace that will be required is safeguarded to ensure aircraft can operate safely and efficiently when arriving to or departing from it.</p> <p>There are three types of airspace that Perth Airport protects; the OLS, PANS-OPS and CNS.</p> <p>The Obstacle Limitation Surfaces (OLS) protect aircraft operating under visual meteorological conditions. These surfaces can at times be infringed following an assessment by Air services Australia and the Civil Aviation Safety Authority and the Department of Infrastructure, Transport, Cities and Regional Development. Any approval will generally be accompanied with conditions such as conspicuous colour schemes and lighting to ensure the obstacle is visible to pilots.</p> <p>The Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) protect aircraft operating under instrument meteorological conditions. As pilots in these conditions do not have visual reference to the ground, infringement of these surfaces is strictly prohibited.</p> <p>The Communications, Navigation and Surveillance (CNS) surfaces protect the operation of infrastructure that facilitates air traffic control such as radars and microwave communications links. Infringement to these surfaces is sometimes allowable following assessment by Air services Australia.</p> <p>Technically, all development that is proposed to be located under Perth Airport's airspace should be referred to Perth Airport for comment, however it is acknowledged that this may be onerous for both parties. Engagement is key in achieving mutually beneficial planning outcomes. It is therefore recommended for City Officers engage with Perth Airport early in the planning process, to determine whether a specific development should be formally referred to Perth Airport for initial assessment, and for management of any further agency referrals.</p>	
26.	<b>Comment – Total Number of Submissions: 1</b>	Noted. Cross Section C-C will be modified to address Public Transport Authority's comments. The road widths can again be reviewed at the detailed design stage in

	<p>With regard to the Kalamunda Activity Centre Draft Plan, Transperth (Public Transport Authority) has the following specific comments:</p> <ul style="list-style-type: none"> <li>• Pg. 63: Transperth supports the signalisation of Canning Rd and Mead St to manage capacity as a restricted right turn from Mead St would prevent bus operations.</li> </ul> <p>Road Network Cross sections - Cross Section C-C (Railway Road) appears to have only a 6.1m proposed road carriage width. With buses operating along this road section a minimum of 7m is required (3.5m lane widths).</p>	<p>liaison with the Public Transport Authority.</p>
<p>27.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>RESIDENTS FEEDBACK TO THE CITY'S DRAFT KALAMUNDA ACTIVITY CENTRE PLAN</b></p> <p>Pages 12-15 of the draft KACP says many of the right things but the eventual "Centre Plan Overview" contains some summations as well as omissions that should be essential, such as the section headed "Built Form". "How the plan will improve Kalamunda Town Centre".</p> <p>The KACP Overview says that "generally heights range from 2-3 stories at the edge, up to 4 stories in the core of the Town Centre". That surely is code for suggesting large concrete squares painted in vibrant colours maximizing the building sites potential use, such as the new building in Barber Street.</p> <p>There are areas other than the Town Centre within the City that may be suitable for that purpose, yet still within walking distance of the Town Centre, also an essential objective.</p> <p>The Report mentions but the Overview does not, the resident's preference for Kalamunda's character retention and preservation of its hills identity.</p> <p>The draft KACP talks extensively about Community and Festivals and Vibrancy and Connectivity and Entertainment yet Council has not sought any input from Perth's largest street festival management organization even though it recently managed a festival in Kalamunda. When that organization is asked to manage street festivals, the first thing it does is examine the environment in which the festival is to be held and hence has had the opportunity to look at the community environment available to many Shires all over Perth. You would think their input was worth seeking.</p> <p>Page 15 of the draft KACP correctly states that the Town Centre is defined by a number of great places including Stirk Park. There is a disconnect between Stirk Park and the Town Centre due to the considerable traffic flow south to west and reverse on Canning and Kalamunda Roads. Any future plan should provide for this junction to be closed to motor vehicles allowing for the best two elements of Kalamunda to be connected for Community use and enjoyment rather than being held hostage to the motor vehicle.</p> <p>The lack of community engagement with cafes and restaurants in Kalamunda should be of great concern to Council. So many have closed, and it is a sign of a dying economic centre. Inviting more and more food trucks in, certainly does not enhance the prospect of success for permanent rate paying establishments.</p> <p>Updating the existing streetscapes will certainly help but any future plan must</p>	<p>Noted.</p>

	<p>embrace the stated aim of a village concept and gateway to the Bickley Valley. That cannot be achieved by a lick of paint, changing the paving and opening a mall to traffic.</p> <p>Take a look at the Transport Assessment done by SLR with the KACP in mind. The Transport Assessment Scope at point 1.3 plainly states its purpose is to determine the impact of the traffic generated by the Activity Centre Plan on surrounding land uses and surrounding transport networks. Surely the object would be to assess the effects of traffic and land use on the viability of a properly considered "Activity Centre" and not the other way round.</p> <p>In effect the Plan's recommendations conclude that the proposed KACP won't have much impact on the traffic! Traffic, it seems, is more important than people. Plainly, that is because the Kalamunda townsite is already captive to the motor vehicle.</p> <p>Pathetically the draft KACP states that the opening of Central Mall to traffic would "seek to improve amenity and vibrancy in the Activity Centre core". What absolute claptrap!</p> <p>The introduction to the draft KAC Vision Report speaks of "the Town Centre is at the crossroad". In my view long before "its future and function to enable relevance and commerciality whilst retaining character and identity", an effective vision report must consider whether Kalamunda is at the stated crossroad. Or in the crosshairs?</p> <p>Consider this. The Town Centre sits plumb in the middle of the major road systems heading west/east and south/north rather like a rabbit in the crosshairs of a gun. Run quickly! Or death may be inevitable.</p> <p>It is, but should not be, difficult to start any plan with a concept to re-jig the road system to bypass the Town Centre. Plainly that cannot be done tomorrow, but why waste funds tinkering with things that must eventually change without first visioning an effective future road and transport design to bypass the Town Centre. The creation of a connected Community around main intersecting arterial roads is an absolute impossibility.</p> <p>Plainly the north/south expansion of the metropolitan area is coming rapidly to an end, and especially from Kalamunda's point of view, with the introduction of a railway link to the City from High Wycombe, it will surely result in greater population pressure for the hills.</p> <p>Apart from the crosshair issue consider the following. It is too easy for trucks and vehicles heading to Walliston and the Bickley Valley to travel up Kalamunda Road and canning Road, rather than use the revamped Welshpool Road.</p> <p>Great Eastern Hwy from Midland to Mundaring is a four-lane engineered highway limited to 80 kph but Kalamunda Road is a 3 lane bituminized cow track generously granted a 70 kph limit. Sometimes its traffic level is not much different to GEH.</p> <p>Calming measures could be relatively easily introduced to the road system to discourage those blighted with the "tear through" mentality.</p> <p>There is plenty of information available indicating that discouraging passing through traffic does NOT reduce commercial activity but rather enhances it. Take a look at the New York City Department of Transport report on the Economic Benefits of Sustainable Streets - examine case study number four on Willoughby Plaza, Brooklyn. You should also listen to Jeff Speck's audio book, The Walkable City.</p>	
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	<p>Maybe a sensible road system would be for traffic originating south of Woolworths and heading west be directed to Welshpool Road and traffic originating north of Stirk Park and heading west be directed to join Kalamunda Road north of Stirk Park.</p> <p>The distance between Canning and Railway Roads on Mead and Haynes Streets is about 200 metres. What genius thinks we need four parallel road systems in that space?</p> <p>Abandon ill-conceived ideas about opening Central Mall to traffic, in fact extend the Mall through to Haynes Street and revamp it. There may be a need to resume a small amount of space from some properties for the existing lane to create business access from Barber Street, but that should not be considered a deterrent. And turn Barber Street into a no through road by sealing it off between Hawleys and the Gazebo in our perfectly good existing Town Centre.</p> <p>It is a dereliction of duty and absolutely irresponsible for Council to continue even for one more minute to insist pedestrians give way to traffic at crossings. What defense could Council possibly have if an action was to be brought against it in the event of an unfortunate accident at such a crossing. A silly signpost is no protection.</p> <p>Keep the Town Centre where it is but definitely upgrade it to something residents can be proud of and visitors and tourists want to come and see and more importantly, can truly act as a gateway to the Bickley Valley. If we do not do this properly then neighbouring Shires to the south may just beat us to it!</p> <p>Everywhere in the draft KACP the consultants to this report hide behind past studies by other Consultants, State Planning Policy and Transport Assessment Guidelines. The City of Kalamunda Planning Scheme is also mentioned, but nowhere is it pointed out that the City can change its planning scheme to improve the livability and community of the Kalamunda townsite. That Scheme is not a strait jacket.</p> <p>The more you examine the draft Kalamunda Activity Centre Plan and its Overview, the more difficult it is to believe that it is part of a genuine attempt to create a vision for the future of Kalamunda in the short term that ties in with a long term plan and vision that will see Kalamunda poised to reveal its true community potential rather than a very glossy, poorly researched document worked up by providing residents with scant and difficult access to the necessary information to have relevant input.</p> <p>To summarise.</p> <p>Plan to sort out the road network and inherent traffic issues concurrently with considering the draft KACP.</p> <p>Re-consider 3 and 4 story options in "Built Form" lest the opportunity to create a village and a gateway to the Valley be lost. Avoid the prospect of Kalamunda looking like Bassendean at all costs!</p> <p>Lift your game Council and consider better options</p>	
<p>28.</p>	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Enclosed please find completed survey for the proposed Kalamunda Activity Centre Plan.</p> <p>I think the whole idea is excellent and will hopefully increase the number of visitors to the town. Living in Gooseberry Hill, I am registered with the City of Kalamunda as a Bed and Breakfast and have been since 2016. However business has not been good but this is probably due to the increased number of Airbnb accommodation</p>	<p>Noted.</p>

<p>and the fact that there is generally a vague misunderstanding that Kalamunda is a long way from the city and hasn't much to offer. This has been my experience as when people do visit, they always comment about how pretty the area is and what a nice town Kalamunda is, but they were unaware of this. Even though they have lived in West Australia all their lives!!</p> <p>In an attempt to boost business, I have just become registered with Tourism WA and also have China Ready Accreditation. As an English teacher, I am aiming to appeal to Chinese visitors who want to learn some English, stay in beautiful accommodation and appreciate what is on offer in the town of Kalamunda. Thus, for Kalamunda to be a more appealing town, would be a big draw card for me personally and I'm sure for many other businesses.</p> <p>I have recently returned from a trip to the Blue Mountains in NSW. I stayed in Blackheath which is a nice town with lovely walks but not outstandingly attractive and didn't appear to have a lot of visitors. However, I visited the close by town of Leura and was amazed at the difference. There were tourists everywhere, mostly Chinese, and the town was bustling and thriving. I looked at this town objectively and tried to work out why it had attracted so many tourists. The most obvious fact was that there was no ugliness, all the shops had attractive facades, with window boxes (no dead flowers or plants!!), street trees and no glaring, garish signs. Additionally, there were no vacant shops or large vacant areas. Everything that was in the town was attractive. A park in the area was similar to Stirk Park and I thought to myself, this is what Kalamunda could be.</p> <p>When I returned to WA a couple of weeks back, I was pleased to see that improvements are definitely in the pipeline for Kalamunda. I think there is a lot to improve although the sinking of overhead power lines made a huge difference and the remodeling of the Northern Terminus of the Bibb ulmun.</p> <p>However, the Bibbulmun Track is another issue which needs addressing and compared to the many walks I did in the Blue Mountains the most glaringly obvious one to me is the poor signage. My son and I have been on the track a couple of times and if it wasn't for my son's good navigation skills and GPS, I would have been totally lost. Friends who also enjoy walking, but don't have good navigation skills have asked me a couple of times to accompany them on a Bibbulmun walk but I have declined as I don't feel confident that I could find the way. However, this is the general opinion of people who have spoken to me about the track after attempting a walk. Not everyone wants to pay for an accompanied walk with the Bibbulmun Foundation and nor should they have to. Therefore, this big attraction which is in the centre of Kalamunda is not being used much because of the poor signage and the fear of getting lost.</p> <p>Most people don't want to walk the whole route but maybe at least a 10 km track at the start could be clearly marked for visitors and families who want to enjoy nature, particularly in the cooler months.</p> <p>Finally, I think it is important for businesses in Kalamunda to be able to afford their rental premises, however I realise that this may be beyond your control. Unfortunately, landlords appear oblivious to the risks of putting up rents. A good example was of a lovely home furnishing shop in Central Mall, even a work colleague in the city said that she visited Kalamunda just to look in that shop. When the owner was selling up she bemoaned the fact that the landlord had put up the rent so much, she was unable to stay there because she would have to add the cost</p>	
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	of the increased rent onto her goods and she knew people wouldn't buy. The vacated shop left a large space which to my knowledge hasn't yet been filled by a new business. Kalamunda has so much potential and the Draft Kalamunda Activity Centre Plan has been given a lot of thought by someone with insight and good ideas. Hope my views will be considered and I appreciate the City of Kalamunda's offer to the residents to put forward their views.	
29.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>KALAMUNDA ACTIVITY CENTRE DRAFT PLAN 2019</b></p> <p>Please accept this submission from Kalamunda Rotary on the City's Activity Centre Draft Plan (ACP). Our comments relate mainly to matters pertaining to the operation of the monthly Artisan Market, which for almost twenty years has attracted significant visitation and interest to the City. The markets are also the Club's primary source of revenue used to fund our local and international community projects, and the Club would be extremely resistant to any initiatives that would detract or undermine their continued, successful operation.</p>	Noted.
	<p>By way of general observations on the ACP proposals:</p> <ol style="list-style-type: none"> <li>1. The spatial extent of the ACP is too broad. The focus of the ACP should be activation of the core of the town centre – the street blocks comprising Haynes St and the Central Mall. Central Kalamunda is not large enough to dilute activity and investment and ACP initiatives should be targeted at improving the town centre core as the City's number one priority.</li> </ol>	<p>Noted. The City has held discussions with the Department of Planning, Lands and Heritage regarding the KACP boundary (the spatial extent of the ACP) and has concluded that the area represented in the advertised version of the draft KACP is appropriate.</p> <p>However, as can be seen with the area depicted in the Landscape Masterplan, the focus of public realm improvements is on the core of the town centre. The priority of improvements envisaged in the Landscape Masterplan will need to be determined by the Council having regard to funding available.</p>
	<ol style="list-style-type: none"> <li>2. In this regard, the specific and detailed recommendations included in the existing Kalamunda Town Centre Townscape Improvement Concept (April 2010) included numerous beneficial, micro-level initiatives that merit consideration as part of the ACP. It is not clear that the Draft ACP has considered this previous report, which is a deficiency.</li> </ol>	The Landscape Masterplan will be modified to include reference to previous Townscape Improvement Plans and acknowledge the initiatives outlined previously.
	<ol style="list-style-type: none"> <li>3. The ACP should focus more on the elements of the centre that are really in need of work (of which there are many), rather than focusing too much on new initiatives, such as the proposed 'Town Square'.</li> </ol>	The KACP and Landscape Master Plan will be modified to place greater emphasis on existing spaces in the town centre that require improvement.
	<ol style="list-style-type: none"> <li>4. To this point, the City already has a Town Square, which is the civic precinct incorporating KADS and the Central Mall. This is the civic heart of Kalamunda but has suffered for many years from a lack of attention and investment. This under- utilised space could do with significant upgrades in landscaping, connectivity, wayfinding and the introduction of supporting civic uses – all of which are proposed for the new 'Town Square'. The proposed 'Town Square' investment should be redirected to the centre of town where activity is directly adjacent to and reinforces the success of Haynes St.</li> </ol>	As noted above, modifications will be made to the Landscape Masterplan to place greater emphasis on improvements to existing spaces, including Central Mall.
	<ol style="list-style-type: none"> <li>5. Rotary supports the proposed upgrading of the Central Mall as a priority and subject to thorough and specific consultation about the specifics of the upgrade. As a key stakeholder we would like further information on the proposed timing and duration of works required to effect the upgrade. Given the significant disruption to the operation of the markets, we would</li> </ol>	Noted.

<p>seek an interim solution to ensure the markets can continue unaffected (at least in terms of the number of stallholders) i.e. by a potential, temporary relocation to incorporate portion of Haynes St while upgrade works are undertaken.</p>	
<p>6. A new civic precinct for special events that links the 'Tourism Precinct' is a nice idea, but low priority in the list of things that need to be done to activate the centre. Ideas like this contained in the ACP are really a distraction in terms of attention and funding, whereas specific initiatives needed to improve the amenity and functionality of the core are not treated as fully as they could be. This is a function of the ACP being too broad in its spatial scope.</p>	<p>Noted. Refer to above comments.</p>
<p>7. Furthermore, Rotary Kalamunda is resistant to any consideration that the Artisan Markets would be relocated to this new location on a permanent basis. The new location is too far from the town centre and therefore misses a valuable opportunity for the markets to add passing trade to local businesses on Haynes St (and surrounding streets). The idea needs reconsideration.</p>	<p>The draft KACP does not propose to move the markets to the library area. Rather, the following relevant opportunities and outcomes are envisaged in the draft KACP report:</p> <p>Kalamunda Town Square – <i>“Redeveloping the existing library and co-locating this with additional community uses such as performance space, function spaces etc. will assist in consolidating a civic focus for the town centre”</i>. (Page 53)</p> <p>Central Mall – <i>“Support opportunities for community events such as market days and fairs activating the street in the day and night”</i>. (Page 56)</p> <p>Notwithstanding, the comments above and recommended modifications regarding the focus of public realm improvements should address concern raised in this submission</p>
<p>Specific matters that should be considered include:</p> <p>8. ACP Objectives – Community (page 3): The aim of the ACP should be to <u>strengthen and support</u> existing markets and events (of which the City already has an enviable number) rather than, or in addition to, creating opportunities for new ones. The ACP must strike the right balance in protecting and enhancing what works – such as the Artisan Markets - rather than seeking to create competition in an already competitive space.</p>	<p>A modification has been proposed to include reference to “strengthen and support” in the KACP objectives, first dot point under the Community theme.</p>
<p>9. Movement – Central Mall Shared Street (page 15): Upgrading of the Central Mall should <u>ensure</u> that existing trees are retained to maintain its character, while removing more recent infrastructure that inhibits the use of the space, such as the central planting islands.</p>	<p>This modification is supported. The Landscape Masterplan and relevant parts of the KACP report will be modified to encourage the retention of vegetation in Central Mall. The extent to which tree retention is possible will be a detailed design consideration.</p>
<p>10. Table 7 (page 18): The selection of sites requiring an LDP lacks a coherent basis. For instance, why is the Central precinct (bounded by Haynes St, Barber St, Mead St and Central Mall) omitted when the range of landownership and the complex interplay of frontages, orientation, parking and civic spaces requires coordinated and careful treatment. The development of the 'Central Heights' and its failure to properly interface with the Town Square demonstrates why an LDP for this area is necessary.</p>	<p>The frontage requirements and design guidance proposed in the Built Form Design Guidelines will adequately address the concerns raised in this comment.</p>
<p>11. Placemaking / Social Infrastructure (page 39):</p> <p>a. Should include reference to <u>strengthening and supporting</u> existing markets and events;</p>	<p>A modification has been proposed to include reference to “strengthen and support” existing markets and events.</p>



	<p>b. Support the creation of a 'brand' for Kalamunda town centre, but who will take the lead on this, and who else will be involved?</p>	
	<p>12. Section 4.4 - Public Realm: This section should be amended throughout to put the focus on Haynes St Main Street, <u>which should be the central focus of the ACP exercise</u>, and away from more speculative elements, ordering the precincts in terms of their actual importance to the successful functioning of the centre.</p>	<p>Noted. Comments above and recommended modifications regarding the focus of public realm improvements should address concern raised in this submission.</p>
	<p>13. Section 4.4.1 – Key Spaces and Features:</p> <ul style="list-style-type: none"> <li>a. The 'Green Park and Barber St Piazza' should be unbundled as two distinct areas and discrete initiatives developed for each reflective of their different functions.</li> <li>b. The 'Green Park' should be renamed the 'Town Square' and the proposed 'Town Square' renamed to more appropriately reflect its location, function and relationship to the town centre.</li> <li>c. Kalamunda 'Town Square' (page 53): As previously noted the aspiration for this space does not reflect its relationship with Haynes St, or its function in the centre. It is not "the focal point of the town centre" and nor should it be. The stated functions are already provided elsewhere i.e. the actual Town Square and the City should focus on putting assets into the actual civic heart of the town not out of it.</li> <li>d. Main Street (page 54): Should be the first and most important item addressed. Relevant comments throughout this submission should be incorporated into the opportunities and outcomes. An additional item should be included which identifies ways to future proof the potential expansion of the Artisan Markets into Haynes St.</li> <li>e. Central Mall (page 56): Simple treatment of this space is all that is required to ensure it is fit for purpose as an events space – many of the initiatives proposed for the Kalamunda 'Town Square' could be equally imported as initiatives for the upgrade of this space and the (so called) 'Green Park and Barber St Piazza'.</li> </ul>	<ul style="list-style-type: none"> <li>a) A modification is proposed to separate these spaces in the KACP and Landscape Masterplan.</li> <li>b) The actual existing name of the 'Green Park' is Town Square Gardens. The name of this park will be corrected through a modification to the KACP and Landscape Masterplan.</li> <li>c) Noted. Comments above and recommended modifications regarding the focus of public realm improvements should address concern raised in this submission.</li> <li>d) Noted.</li> <li>e) Noted.</li> </ul>
	<p>14. Table 18 – Key Road Functions (page 62): Barber St – table could include option for this road to be periodically closed to accommodate events such as market days.</p>	<p>A modification is proposed to include this option.</p>
	<p>15. Road Network Connectivity – Central Mall (page 66): Query the conclusions and arguments supporting the preference for north bound traffic on the re-opened Central Mall. The final traffic direction requires further engagement with key stakeholders and should be decided by the ultimate vision for the centre (as opposed simply to the findings of the traffic assessment).</p>	<p>The direction of traffic in Central Mall will be the subject of future detailed design and consultation. Any reference to recommended traffic direction in the KACP will be removed through a modification.</p>
	<p>16. Section 4.10 - Implementation: This is a very valuable section to be included but appears to miss the point. The focus on implementation should not (just) be a further suite of studies and strategies but a commitment to the straightforward actionable matters that will add vitality and amenity to the town centre. Because the focus of the ACP is too broad the opportunity to identify and commit to immediate improvements is lacking.</p> <p>We trust this feedback is of assistance and we would be happy to discuss these comments further if that would be beneficial.</p>	<p>Noted. A modification is proposed to divide the Implementation section into two sections; Potential 'Quick Wins' and Future Studies.</p>
30.	<p><b>Comment – Total Number of Submissions: 1</b></p>	<p>Noted.</p>

	<p>Thank you for inviting me to offer suggestion for you KACP. On a recent visit to the high country of Victoria. I was impressed with the colours of autumn trees and I would like to see Kalamunda look so spectacular in autumn. Should you plant many more Viz Liquidamber, Chinese Tallow, Claret Ash, Golden Poplars, Golden Beech, Flowering Peach etc.</p> <p>Thank you for considering my request. Also, I would like to see a dog exercise, close to the town area. Thank you for what is being done in the gardens, rose beds etc.</p>	
31.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>I am sure you have had many Kalamunda residents contact you bemoaning the approval (by the JDAP) of the Central Heights building. While we have to live with that decision, it would be nice if the concrete mass adjacent to the Barber St park/ town square could be softened.</p> <p>I have attached a photo of some lovely art work on the side of a similar building in Subiaco. The grain company, CBH has also done some great work to give a local sense of place to its grain silos in country towns.</p> <p>It would be great if the City of Kalamunda could fund a local artist to paint the side of the building. No doubt this would require consent from the strata owners.</p> <p>I'm sure it would cultivate some goodwill in the town and go some way to restoring the ambience in the town square.</p>	Noted. This will be incorporated for consideration as a potential 'quick win'.
32.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>Thank you for the information regarding the Draft Kalamunda Activity Centre Plan. Tourism Western Australia is very supportive of the proposed project for the creation of a more centralised and welcoming commercial centre with an enhanced Village feel. We are of the belief that this will improve the experience of visitors, with the probable knock-on effect of attracting additional visitation.</p>	Noted.
33.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>RE: KALAMUNDA ACTIVITY CENTRE PLAN - FURTHER SUBMISSION LOT 501 CENTRAL MALL I BARBER ST- CAGEN HOLDINGS PTY LTD</b></p> <p>I refer to my previous submission [19] and those of my tenants (attached list) and submit the following additional comments.</p> <p>I have been discussing the Plan proposal for Central Mall further with my tenant businesses. As you will be aware from my and their previous submissions, we strongly support the Activity Centre Plan proposal/or Central Mall, this will significantly improve the attractiveness, vibrancy and patronage of the Mall as well as re-establish Kalamunda village as a highly desirable shopping and recreation destination.</p> <p>It is/or these reasons that we now also submit and seek Council's support to identifying the Mall redevelopment as a Very High Priority Project/or implementation once the final plan has been adopted by Council - logically the first project in the implementation of the Plan.</p>	<p>The Kalamunda Activity Centre Plan will not directly control the order in which public realm improvements are undertaken in the town centre, however it is acknowledged that the Plan will have a guiding influence. Haynes Street is recognised as, and continues to function as, the traditional main street of the town centre. As such Haynes Street is considered to be the highest priority from a planning perspective.</p> <p>The decision to prioritise streetscape improvements is ultimately a decision that needs to be made by the Council and subject to funding being available to undertake streetscape improvements.</p>
	<p>We believe that the impact of the Mall re-development will have a considerable positive impact on the whole of the Town Village Centre/or a comparatively smaller amount of</p>	Noted.

	<p>funding- "bang/or the buck"- as compared to the Haynes Street Main Street or Barber Street Piazza proposals. As been the other major landowner fronting Central Mall I would be prepared to upgrading my Central Mall building frontage so that it integrates with the Council's plans, including veranda's awnings. With my investment combined with Council's investment it would be a fantastic catalyst/or not only the re invigoration of the Central Mall, but also the rest of the Town Centre.</p> <p>It would clearly show that the City is serious about the implementation of the Activity Centre and other landowners should invest also.</p>	
	<p>I note also that Council has funding in place from the cash-in Lieu parking paid as part of the conditions of my development approval for lot 501 and it would be most appropriate for these funds to be spent on the provision of parking which actually benefits the development that had the parking shortfall. This further enhances the argument for providing the greatest benefit as soon as possible for the least amount of ratepayers funds.</p>	<p>The Landscape Master Plan incorporates additional parking opportunities within Central Mall, and improved embayment parking opportunities throughout. The idea of utilising existing cash in lieu funds will be considered prior to committing to individual streetscape and parking improvement projects.</p>
	<p>We earnestly seek Council's support to our submission so that we may jointly restore business confidence and long-term sustainability to Central Mall traders and the broader Kalamunda Village business community.</p> <p>A list of 14 tenants was submitted with submission.</p>	<p>Noted.</p>
34.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p><b>KALAMUNDA ACTIVITY CENTRE DRAFT PLAN 2019</b> Please accept this submission on the City's Activity Centre Draft Plan (ACP).</p> <p>1) The spatial extent of the Activity Centre Plan (ACP) is too broad. The focus of the ACP should be activation of the core of the town centre – the street blocks comprising Haynes St and the Central Mall. Central Kalamunda is not large enough to dilute activity and investment and accordingly ACP initiatives should be targeted at improving the town centre core as the City's number one priority.</p> <p>2) The upgrade and improvement of both Haynes Street and the Central Mall is a matter of priority and urgency. Kalamunda's urban structure benefits from its main street format linking Canning Rd with the current library and civic precinct. Focusing attention on improving the relationship between these areas will better support and improve the strength of the town centre.</p> <p>3) Proposals to open the Central Mall to vehicular traffic may benefit the centre. However, further consultation is required to ensure interventions, all of which are likely to be costly, act to strengthen the centre. It could be argued that directing vehicles toward Haynes Street from Mead Street, assumes Mead Street is a destination or key avenue. It is not.</p> <p>4) The ACP should focus more on the centre elements that are really in need of work (of which there are many), rather than focusing too much on new initiatives, such as the proposed 'Town Square'. For example, specific and detailed recommendations included in the existing Kalamunda Town Centre Townscape Improvement Concept (April 2010) included numerous beneficial, micro-level initiatives that merit consideration as part of the ACP. It is not clear that the Draft ACP has considered this previous report, which is a an avoidable deficiency.</p>	<p>Noted. The City has held discussions with the Department of Planning, Lands and Heritage regarding the KACP boundary (the spatial extent of the ACP) and has concluded that the area represented in the advertised version of the draft KACP is appropriate.</p> <p>However, as can be seen with the area depicted in the Landscape Masterplan, the focus of public realm improvements is on the core of the town centre. The priority of improvements envisaged in the Landscape Masterplan will need to be determined by the Council having regard to funding available.</p> <p>Noted.</p> <p>The direction of traffic in Central Mall will be the subject of future detailed design and consultation. Any reference to recommended traffic direction in the KACP will be removed through a modification. .</p> <p>The Landscape Masterplan will be modified to include reference to previous Townscape Improvement Plans and acknowledge the initiatives outlined previously.</p>

<p>5) The ACP fails to identify to some of the key ownership issues that are currently holding back development and investment in the centre, and accordingly does not contain any recommendations to address them. These include absentee landlords, a concentration of land ownership coupled with a lack of desire to invest in and maintain buildings and a lack of the imagination and opportunities for entrepreneurship necessary to set the centre apart from its competition.</p>	<p>The ACP does not specifically outline property ownership details and this is not proposed to be included. The analysis of ownership dynamics is a matter that can and will be further explored in the context of the ongoing implementation of the KACP.</p>
<p>6) Proposal for a new 'Town Square'. Kalamunda already has a Town Square, being the civic precinct incorporating KADS, the Central Mall and the former kindergarten building. This is the civic heart of Kalamunda. The current Town Square has suffered for many years from a lack of attention and investment. It is a currently an under-utilised space which would benefit from significant upgrades to improve landscaping, connectivity, wayfinding and the introduction of supporting civic uses – all of which are proposed by the ACP for the new 'Town Square'. The proposed 'Town Square' investment should be redirected to the centre of town where activity is directly adjacent to and reinforces the success of Haynes St.</p>	<p>As noted above, modifications will be made to the Landscape Masterplan to place greater emphasis on improvements to existing spaces, including Central Mall and Haynes Street.</p>
<p>7) ACP initiatives should ensure that any proposed expenditure delivers the maximum "bang for buck" for the community and centre businesses. A new civic precinct for special events that links the 'Tourism Precinct' is a nice idea, but low priority in the list of things that need to be done to activate the centre. Ideas like this contained in the ACP are really a distraction in terms of attention and funding, whereas specific initiatives needed to improve the amenity and functionality of the core are not treated as fully as they could be. This is a function of the draft ACP being too broad in its spatial scope.</p>	<p>Noted. Refer to the above regarding placing greater emphasis on improvements to existing spaces. A modification is also proposed to divide the Implementation section into two sections; Potential 'Quick Wins' and Future Studies.</p>
<p>8) Specific, actionable, and measurable objectives / initiatives should be identified, including a suite of short-term initiatives (and the partnerships to deliver them) to facilitate action now to make Kalamunda the centre it can and should be. Cross reference point 4.</p>	<p>Noted.</p>
<p>9) Specific matters that should be considered include: Section 1.5.2 – General Requirements: It's important to have a clear vision and strong 'rules' in place to guide development, but the suite of proposed controls do not contain anything distinctive that will set Kalamunda apart or really build on its unique elements. While valid in terms of achieving sound baseline requirements the controls are too generic (especially as depicted in Tables 4 and 5).</p>	<p>The concept of capturing unique elements of the town centre is supported. However, the preliminary engagement and formal advertising process has shown that there is great diversity of public opinion regarding the character and identity of the town centre.</p> <p>This section outlines the relevant development requirements for the purposes of progressing a development application. The requirement for place identity and heritage are considered provide applicants and the City with expectations that development should fit within the character of the town centre, having regard to its immediate context.</p>
<p>10) Figure 2 – Kalamunda ACP: While it's understood why the plan considers the relationship with areas outside the core (bounded by Stirk St, Canning Rd, Mead St and Railway Rd) it's not clear how inclusion of these areas in the ACP itself adds value to the exercise. The focus should be narrowed to enable more targeted and discrete interventions in the core as a focus for investment, along the lines some of the 2010 proposals (refer points 4 &amp; 8 in previous section). A further result of these peripheral areas being included is that many of the ACP plans are not very legible or as a helpful as they should be for achieving the improvements needed in the Town Centre.</p>	<p>Noted.</p>

<p>11) Figure 4 – Built Form Controls Map: Resulting from the ACP being too broadly prescribed, this plan is not as useful and targeted as it should be. Furthermore, it suffers from replication of existing conditions (especially in relation to frontage typologies) that should be modified and improved rather than reinforced.</p>	<p>It is not considered that the frontage typologies reinforce existing conditions. The Built Form Design Guidelines incorporate significant design guidance that will positively influence the way future development presents to the street.</p>
<p>12) Figure 11 – Landownership Map: It would be illuminating for this plan to depict the concentration of land ownership to properly understand the nature of the issues constraining investment and development in the Town Centre.</p>	<p>Noted. Refer to response to (5) above.</p>
<p>13) Section 4.4 - Public Realm: the primary aim of the ACP should be to focus interventions on the Kalamunda City Centre (Haynes Street and the Central Mall / existing Town Square). This section should be amended throughout to put the focus on Haynes St Main Street (which should be the central focus of the ACP exercise) and away from more speculative elements, ordering the precincts in terms of their actual importance to the successful function of the centre.</p>	<p>Noted. The order of public realm improvements has been modified.</p>
<p>14) ACP Objectives – Community (page 3): The aim of the ACP should be to strengthen and support existing markets, events and activities (of which the City already has an enviable number) rather than trying to create opportunities for new ones at this time. Investment attraction is complex and requires an attractive and functional city centre.</p>	<p>A modification has been proposed to include reference to “strengthen and support” in the KACP objectives, first dot point under the Community theme.</p>
<p>15) Movement – Central Mall Shared Street (page 15): Upgrading of the Central Mall should ensure that existing trees are retained to maintain its character, while removing more recent infrastructure that inhibits the use of the space, such as the central planting islands.</p>	<p>This modification is supported. The Landscape Masterplan and relevant parts of the KACP report will be modified to encourage the retention of vegetation in Central Mall. The extent to which tree retention is possible will be a detailed design consideration.</p>
<p>16) Table 7 (page 18): The selection of sites requiring a Local Development Plan (LDP) lacks a coherent basis. For instance, why is the Central Precinct (bounded by Haynes St, Barber St, Mead St and Central Mall) omitted when the range of landownership and the complex interplay of frontages, orientation, parking and civic spaces requires coordinated and careful treatment? The development of the ‘Central Heights’ and its failure to properly interface and take full advantage of the amenity of the Town Square demonstrates why an LDP for this area is necessary.</p>	<p>The matters identified in this comment can be addressed through the frontage requirements and design guidance in the Built Form Design Guidelines.</p>
<p>17) Placemaking / Social Infrastructure (page 39):</p> <ul style="list-style-type: none"> <li>• Support the creation of a strong brand for Kalamunda town centre.</li> <li>• Should include reference to strengthening and supporting events being held in the Kalamunda Town Centre by ensuring the functionality of civic spaces in the centre.</li> </ul>	<p>A modification has been proposed to include reference to “strengthen and support” existing markets and events.</p>
<p>18) 10. Section 4.4.1 – Key Spaces and Features:</p> <ul style="list-style-type: none"> <li>• The ‘Green Park and Barber St Piazza’ should be unbundled as two distinct areas and discrete initiatives developed for each reflective of their different functions. Important for future activities to complement and support the centre.</li> <li>• The ‘Green Park’ should be renamed the ‘Town Square’ and the proposed ‘Town Square’ renamed to more appropriately reflect its location, function and relationship to the town centre.</li> <li>• Kalamunda ‘Town Square’ (page 53): As previously noted the aspiration for this space does not reflect its relationship with Haynes St, or its function in the centre. It is not “the focal point of the town centre” and nor should it be. The stated functions are already provided elsewhere i.e. the actual Town Square and the City should focus on putting assets into the actual civic heart of the town not out of it.</li> <li>• Main Street (page 54): Should be the first and most important item addressed. Relevant comments throughout this submission should be incorporated into the</li> </ul>	<ul style="list-style-type: none"> <li>a) A modification is proposed to separate these spaces in the KACP and Landscape Masterplan.</li> <li>b) The actual existing name of the ‘Green Park’ is Town Square Gardens. The name of this park will be corrected through a modification to the KACP and Landscape Masterplan.</li> <li>c) Noted. Comments above and recommended modifications regarding the focus of public realm improvements should address concern raised in this submission.</li> <li>d) Noted.</li> <li>e) Noted.</li> </ul>

	<p>opportunities and outcomes. An additional item should be included which identifies ways to future proof the potential expansion of events such as the Artisan Markets, into Haynes St.</p> <ul style="list-style-type: none"> <li>• Central Mall (page 56): Simple treatment of this space is all that is required to ensure it is fit for purpose as an events space – many of the initiatives proposed for the Kalamunda ‘Town Square’ could be equally imported as initiatives for the upgrade of this space and the (so called) ‘Green Park and Barber St Piazza’.</li> </ul>	
	<p>19) Table 18 – Key Road Functions (page 62):</p> <ul style="list-style-type: none"> <li>• Hayne St (and others) - Specific recommendations should be included to prioritise pedestrian amenity as the core function of the Main Street, including speed reductions and the formalisation of existing crossing points as crosswalks.</li> <li>• This is also a deficiency of the assessment at Section 4.5.2.5 and Table 22 – Proposed Pedestrian Facilities which do not go nearly far enough in making recommendations that reinforce Haynes St as the Main Street and the rightful focus of the ACP. The assessment suffers from a lack of vision and a failure to go beyond the status quo to envisage the future state of these important streets. We note the term Main Street is not even included in the assessment and that Haynes St is even omitted as a key land use / destination in the introductory paragraph.</li> <li>• Barber St – table could include option for this road to be periodically closed to accommodate events.</li> </ul>	A modification is proposed to include this option.
	<p>20) Road Network Connectivity – Central Mall (page 66): Query the conclusions and arguments supporting the preference for north bound traffic on the re-opened Central Mall. The final traffic direction requires further engagement with key stakeholders and should be decided by the ultimate vision for the centre (as opposed simply to the findings of the traffic assessment).</p>	The direction of traffic in Central Mall will be the subject of future detailed design and consultation. Any reference to recommended traffic direction in the KACP will be removed through a modification.
	<p>21) Section 4.10 - Implementation: This is a very valuable section to be included but appears to miss the point. The focus on implementation should not (just) be a further suite of studies and strategies but a commitment to the straightforward actionable matters that will add vitality and amenity to the town centre. Because the focus of the ACP is too broad the opportunity to identify and commit to immediate improvements is lacking. The concern is this result in confusion, inaction and maintenance of the status quo.</p> <p>We trust this feedback is of assistance and we would be happy to elaborate on these comments further if that would be beneficial.</p>	Noted. A modification is proposed to divide the Implementation section into two sections; Potential ‘Quick Wins’ and Future Studies.
35.	<p><b>Comment – Total Number of Submissions: 1</b></p> <p>I was unable to comment on the Draft Activity Centre Plan as I could not download it from the internet at the time and other things have taken my time since. However, I would like to comment on two things that I consider absolutely central to the community of Kalamunda and its boundaries.</p>	Noted.
	<p>Firstly the pedestrian mall is the central place where many people from Kalamunda gather or at least walk recreationally or as a pedestrian right of way each day. On Thursday I observe that the men who have old cars, the women who go to Prime Movers, the Walkers from the Council arrange Walk Group, all meet in the mall at Crema Coffee shop in large groups. Every day I see elderly people preferring to park at the parking lot at the end of central or walk through it to the mall as a safe place to walk on the way to the arcade. The alternative walk through Coles car park is fraught with danger for the elderly because of cars constantly driving through and parking. To sit and observe you can see the number of people who use the mall as a thoroughfare, people who walk</p>	The issues identified in this comment can be appropriately addressed through design responses to treat Central Mall as a safe, accessible and adaptable ‘shared street’.

	<p>dogs, or people with disabled family members or people on walking sticks or walkers find the Central road parking lot the closest safe place in Kalamunda to park to have a short walk to purchase things or meet others. Often groups of elderly men bring their dogs and gather or sit on the benches around the trees to pass the time of day. People who bring their lunches to work often take them across the mall and sit on the stone walls near the KADS building to have their lunch or a cigarette.</p> <p>The mall is central to the life of Kalamunda and should not be changed. Wooden benches that are often used by young children for active climbing need to be maintained. The relatively new rubbish bins are handy, and the only thing that needs some thought are the gardens, The horizontal gardens did not flourish and the existing upright could be used for banners, or art work or some other community use.</p>	
	<p>I have heard that the City has a plan to make the mall into a roadway and put a square in at the library car park area. Very few people use that area naturally as a thoroughfare, or to go about their daily business, It would be a disaster for Kalamunda to lose another car parking that services the library, gallery, and as an overflow for the hotel. Please delete any development in this area.</p>	<p>As noted above, modifications will be made to the Landscape Masterplan to place greater emphasis on improvements to existing spaces, including Central Mall.</p>
	<p>I walk daily through the mall, down the heritage park to the post office to ensure that I get a walk that keeps me healthy at 82 as a diabetic. It has been very helpful that the arched bridge in the park has been flattened so that disabled people and people like myself who need to walk daily for exercise can wend their way through without steps in the way now. But I request that a narrow hedge of the new narrow bottlebrush plants that grow to about two and a half meters be put along the boundary with the terrible concrete tilt up building that was put on the car park there. The car park of the building is a daily eyesore and Harcourts seem to have taken the right to put their advertising on the wall. The whole building right up to the curved stone walls at the base of the shopping complex above needs to be shielded so as to partly restore what was the quiet contemplative nature of the park. There is a large beautiful marri tree that has been saved from the butchery and there are other deciduous trees that make this area of Kalamunda the most quiet and contemplative area of Kalamunda which people come to the area for. The gazebo often has people who are talking or eating or reading material they have received in the post. The whole area of the heritage park opening at the top into the pedestrian mall is the finest area for pedestrians and for community meeting in Kalamunda.</p>	<p>Noted. The landscaping recommendations will be considered by the City's Parks and Environment Services with regard to future maintenance.</p>
	<p>I was trained in the United States to observe community gathering places like malls, arcades and to note community activities so I hope my observations are helpful to you.</p>	<p>Noted.</p>
36.	<p>Our wastewater planners have completed desk-top remodelling of the Kalamunda sewer planning based on a combination of the zonings and R-Codings indicated in the draft ACP as well as the yields indicated in the servicing report. For the RAC-3 and RAC-4 areas (which we have assumed would have plot ratios of 2 and 1.2 respectively) we have assigned an equivalent density code to these mixed use areas based on the indicative yields confirmed in our more recent e-mail exchanges.</p>	<p>Noted.</p>
	<p>The preliminary sewer modelling has shown that, for the most part, the sewerage network within the ACP area and further downstream should be able to cope with the increase in wastewater flows, even if we assume that all the land across the centre will be fully developed and occupied to the maximum potential allowed under the relevant zones and codes shown in the ACP plan.</p>	<p>Noted.</p>

	<p>There are two short sections of gravity sewer further downstream in the network where the preliminary modelling has shown that at full development these sewers may be potentially flooded beyond their ideal maximum operating level. It should however be noted that our modelling is based on conservative assumptions of people per sewer service, average and peak flows per sewer service and that the modelling will therefore have some inherent variances depending on the type and spatial location of land uses.</p>	<p>Noted.</p>
	<p>At this stage, I recommend that, when/if the City adopts a final version of the ACP, the Corporation should be provided with another opportunity to remodel the system in more detail to reflect any changes to the plan, particularly if the final yields or Codes are higher. Any increases in yield beyond what is indicated so far are likely to drive the need for some upgrades to some sections of the sewerage system downstream. The modelling so far has shown that the worst affected sections of gravity sewer are 150mm and 225mm diameter "reticulation" sewers. Upgrades to sewers of this size that are triggered directly by new development will need to be funded by the developers/beneficiaries. This could be in the form of a DCP in order to share these costs across the ACP area.</p>	<p>Noted. There is not any proposed increases in yield beyond the densities currently identified in the KACP.</p>
	<p>There is another dimension to the Kalamunda Wastewater planning that needs further explanation in the context of the ACP.</p> <p>Please refer to the attached plan. The area to the north of the town centre is located within the physical gravity catchment (denoted by the light blue line) of a proposed future wastewater pump station "B" to be located in Stirk Park. Land within this catchment is currently not serviced with sewerage and the pump station is currently not scheduled on the Corporation's capital program.</p>	<p>Noted. Further discussions will be conducted with the Water Corporation following the adoption of the KACP and the initiation of a Scheme amendment for the KACP area, with a view of including the necessary works on the capital program.</p>