

5.2024.93.1 - 6 Raleigh Street and 45 Bishopsgate Street, Carlisle – Schedule of Submissions

No.	Position	Submission Received
1.	Object	<p>I object to this proposal and can't believe that it is being considered in the first place. Bishopsgate Street used to be relatively quiet and safe but in the last few years the amount of traffic and noise has increased dreadfully.</p> <p>There is never enough parking when I have 2 lots of friends visit ever since the council took away our right to park on the street for a cycle lane that is hardly ever used. The round-about at the intersection of Roberts Road and Bishopsgate Street is a busy intersection, especially during peak time and cannot take any more volume of traffic.</p> <p>A 3-storey building would make the roundabout completely unsafe and should not even be considered for the safety of all road users, and in fact if the safety of road users had been genuinely considered it would never have reach public consultation. On top of this we can add football games at MRL Park which are very popular, and of course bring more traffic. It's absolutely dreadful what this council has done to Bishopsgate Street! The traffic here and the noise is shocking!</p> <p>I am very much against this proposal as it's the same as constructing a safety hazard in the area - one which will create more noise and more traffic! There will be 24 apartments - but only 15 resident car spaces and 2 visitor car spaces - that's absurd! How could that possibly have been allowed when we don't have enough parking as it is on for the residents and their visitors on Bishopsgate Street???? Community Housing is needed, yes, but it should be built appropriately in the right areas where there is sufficient space - and certainly NOT on a roundabout!</p>
2.	Object	<p>Parking. The parking in the planning proposal is grossly inadequate and negligent. The occupants in the government housing already present at the end of Raleigh St near the development site have multiple vehicles with some properties having three vehicles.</p> <p>The planning documents state "There is a large free public car parking area adjacent to Koolbardi Park, immediately opposite the development site with access directly in front of the development site."</p> <p>First, this statement is just completely false. There is no legal parking at Koolbardi Park except for a couple of disabled bays, also none on Bishopsgate St or Miller St. The only place additional vehicles can go is to Raleigh St. This shows a gross negligence in the submitted plans. Second, in any development, overflow parking should not be required as it should be self-contained for normal use so as not to negatively effect the surrounding neighbourhood. These attitudes over such obvious issues in the planning proposal will likely transfer over to all aspects of the development.</p> <p>There are already a large number of vehicles regularly parked on Raleigh St, sometimes even in the cul-de-sac itself making it unsafe for vehicles to turn around.</p> <p>I work in property management and see parking issues in apartment complexes time and time again when there is insufficient parking. These issues happen extremely often, even when there is one parking space per apartment. Having An added issue with this development is that the government</p>

		<p>agency that will manage these apartments is under-funded and does not have sufficient authority to enforce their own rules.</p> <p>Safety, drugs and crime. It is a fact that there is more crime, drug use and a decrease in personal safety around these kinds of developments. There is already a pretty famous one in Carlisle. Unfortunately I have already repeatedly witnessed unsociable, dangerous and threatening behaviour, drug use, disposed needles, rubbish dumping and theft from occupants of the government housing already present. Police, local and state government resources not adequate to enforce laws and rules when broken, and that is for the government housing occupants already present on Raleigh St. Approving this development will see these and other problems increase exponentially. Therefore the issues need to be addressed now so that any development limits its negative effects on Town of Victoria Park occupants.</p> <p>The development also doesn't fit with the area. Even the artist's impression looks cheap and nasty and generally these drawings are more attractive than the end result. Given the artist's impression presented, I shudder to think what the buildings would be like when they are completed.</p> <p>As a long-term resident of Carlise, I urge you to properly consider the impact of such a terrible development to the residents and reject the planning proposal that has been put forward.</p>
3.	Support	<p>I am supportive of this proposal, it provides much needed social housing in a well located area. It is an example of well designed medium density on an infill site that Perth could do with more of.</p> <p>With regard to parking requirements, I think the applicant has misidentified the area. The lot is zoned r60 with multiple dwelling proposed, therefore Part C of the R Codes apply. The relevant parking requirements are outlined in table 2.3a.</p> <p>Relevantly, if the proposal falls within Location A, then there is no minimum parking requirement for 1 or 2 bedroom dwellings. Location A defined as within 800m walkable catchment of a train station on high frequency rail route (services at least every 15 minutes at peak times) , where this measured as a straight line from station entrance to any part of the lot.</p> <p>It appears to me that the 6 Raleigh and 45 Bishopsgate are within this straight-line distance to the station entrance at Victoria Park station and are definitely within 800m straight-line distance to the new Carlisle station that is currently under construction.</p> <p>If this is the case, the proposed development falls within the deemed to comply limb of the r codes. The applicant has provided parking for occupants above the required minimum (if anything, more visitor parking is required.) Given the proposed development's proximity to two train stations on a high frequency routes, enforcement of mandatory parking minimums is misplaced and will only see a reduction of the number of dwellings at a time of a housing shortage.</p>
4.	Object	<p>My husband and I own/occupy our property at [INFORMATION REDACTED] and will be severely impacted by the proposal for a number of reasons - including (but not limited to) lack of suitable car parking, removal of trees and green space within the area that we (and many others) utilise for children and pet play, inconsistency with the low density residential area that originally attracted us to the area as a young family, and additional strain on local resources and services resulting from high density social housing, noting police and department of communities are already regularly attending existing social housing in our street and we have been required to provide our comments on a number of occasions.</p>

		<p>Car parking is the largest concern. The current street parking in Raleigh Street (between Archer Street and Millers Crossing culdesac) is extremely dangerous. On any given day the parking (street and 45 degree parking including trucks parking in the street to make deliveries) around the bakery makes it very difficult to enter and exit our street. As it is a culdesac we have no alternative/ safer options to access our property. Further down the street cars are always parked on both sides which leaves only enough space for a single car to pass meaning constantly negotiating with other road users. These are daily occurrences which are only made worse by event days at Mineral Resources park.</p> <p>The car parking provisions in development is not according to the Council's Residential Design Codes. The development is for 24 apartments (42 bedrooms) and only 15 resident car parking spaces are provided plus 2 visitor spaces. The code clearly stipulates that there should be 24 resident and 6 visitor spaces at a minimum. Given there are no street parking areas on Bishopsgate Street, I expect the shortfall in off-street parking will result in cars parking on Raleigh Street which is already dangerous and overloaded. The Archer/Raleigh street intersection will become more dangerous.</p>
5.	Object	<ol style="list-style-type: none"> 1. The car parking provisions in development is not according to the Council's Residential Design Codes. The development is for 24 apartments and only 15 resident car parking spaces are provided plus 2 visitor spaces, whereas the code stipulates that there should be 24 resident and 6 visitor spaces. 2. Consequently, the shortfall in off-street parking will result in cars parking on Raleigh Street, as parking on Bishopgate Street is not available. 3. Currently, available parking on Raleigh Street is at a premium, resulting in cars frequently parking on our verge, causing damage to the verge. 4. I have contacted the council a number of times, but there has been little or no response to this problem. 5. As the end of Raleigh Street is a cul-de-sac turnaround, it would be unsafe to have cars parked there. Many of the trucks servicing Raleigh Street residences already have to reverse in order to turn around. 6. Car parking and traffic management in Raleigh Street is already under pressure and will inevitably become much worse if this development is allowed to proceed as currently planned.
6.	Support	<p>I'm a resident of Raleigh Street, located between Archer and Roberts Rd, so am fairly close to but not directly next to the development site itself. I've indicated Support for the proposal BUT it is conditional in that the insufficient on-site parking needs to be addressed. I support the proposal for the housing - in my opinion, (community) housing is desperately needed, and I think that side of Millers Crossing is well-suited for the type of infill development being proposed.</p> <p>However, I object to the proposed amount of on-site parking for the number of units in the development. I don't believe 15 bays plus 2 visitor bays are adequate for 24 units.</p> <p>The developers in their proposal have specifically identified a non-existent public carpark at Koorlbadi Park at the end of Bishopsgate, located directly opposite the development, as a means by which any overflow parking from the site can be supported in lieu of sufficient on-site parking being provided as per planning requirements.</p> <p>The carpark they've referenced doesn't exist (any more); on-street parking is not allowed at that end of Bishopsgate (between Roberts and Archer); and overflow for street parking will undoubtedly fall to Raleigh Street at its cul-de-sac end.</p> <p>Raleigh Street is already congested at particular points of the day and evening. There are already a number of residential premises on Raleigh Street that obviously do not cater for the number of cars that some households own, and the street is already dealing with a street parking overspill from these properties.</p> <p>Add to the mix the street parking activity from the Archer St shops (mainly the bakery during the day, and the 'secret' Japanese restaurant on some nights). It's hazardous at times trying to navigate around parked cars on both sides of Raleigh Street.</p> <p>Adding to the potential parking overflow from a 24 unit complex to Raleigh Street presents a big problem - more congestion that can't be supported.</p>

		<p>To me, it's disconcerting that a development application is submitted for consideration with the developers demonstrating a distinct lack of awareness / knowledge of the current surrounds and amenity of the local area by including a non-existent carpark to cater for their onsite parking shortfalls. The marked carpark attached to their proposal is long gone and doesn't exist.</p> <p>Also, while I appreciate that public transport is close to and accessible to the site's location, and that not all residents will have a car, I do wonder if the expectation is that the sum total of these residents' lives / lifestyles is to be contained to local boundaries and to public transport routes and timetables. If Perth was anything like Taipei or Singapore or one of those other great interconnected cities, maybe so ... but it's not. And I don't agree proximity to public transport options should indemnify the developers from providing sufficient parking amenity, on-site, for its residents and their visitors.</p> <p>Surely the residents would have family, friends, carers, support services visiting (in cars) from out of town areas? That's essentially 2 visitor bays catering for all 24 units. I think that number is grossly inadequate particularly when there is only one adjoining street to the site that can cater for street parking from visitors as well.</p> <p>I think the housing is much needed and should go ahead BUT the developers should revisit the amount of on-site parking they've proposed. It's kind of strange to me that they're so willing to use the amenity of a local (non-existent) public carpark but by the same token, ignore the other amenities that Koornbadi Park could offer its tenants. For example, there's already a fantastic playground for children that's a few metres away from the site, but they've included an on-site space for a private playground - surely the space can be rejigged and re-thought a little to make it work for the residents and their neighbours, especially in relation to the parking being provided.</p>
7.	Object	<p>I am a resident of Bishopsgate St approximately [INFORMATION REDACTED]. I object to the proposal to reduce the number of onsite parking, residents and visitors. I am concerned the applicant has also not done a thorough site visit, if at all, as it appears the proposal is based on outdated and old aerial photographs, and outdated road design. As information used to support the application for reduced parking is incorrect I query what other matters in the applicants proposal are referenced to bolster support, eg reference to a Non-existent Carlisle Lathlain Bowling Club.</p> <p>I am concerned that the applicant has chosen to refer to overflow of non-existent parking at adjacent to Koornbardi Park. The application also provides aerial photo evidence pg 5 which clearly shows no adjacent parking to Koornbardi Park, then chooses to use another aerial photo pg 6 showing site suburban context which is over 5 years old, showing the location of Carlisle Train station which is also incorrect , and contradicts the photo on page 5 of the application. Further use of outdated photo's is also used to support the proposal. Due diligence and fact should be used to support the application.</p> <p>There is no on street parking on Bishopsgate St, as this has become a link road from Archer St to Roberts road, and also a designated cycleway. The residents of Bishopsgate St have to use the verge to cater for visitors and resident parking. The density of development on Bishopsgate St does not cater for resident parking currently, and the potential overflow from a 24 unit complex will present and exacerbate parking problems.</p> <p>The intersection of Bishopsgate St and Roberts road is now controlled by a roundabout which becomes quite congested at times. That congestion results in my property being impacted which often results in a 15 minute trip by car from my property to travel the 10 properties to the roundabout. To have an ingress to the parking for the proposed development off Bishopsgate St right at the roundabout is going to add further to this congestion and impact vehicles turning left from Roberts road to enter Bishopsgate St.</p> <p>Any overflow parking would then befall Raleigh St which is already impacted by overflow parking for the Businesses along Archer St, and by the density of development on Raleigh St.</p> <p>I am dismayed that the applicant can submit a Development Proposal which clearly show a distinct lack of awareness of the surrounds and amenity of the immediate area, and uses outdated and non-existent parking to bolster the proposal for lack of site parking, residents and visitors.</p>

		[IMAGE ATTACHED TO SUBMISSION]
8.	Object	<p>It will impact traffic, appearance, aesthetics, social order, car parking, safety, and availability of community space.</p> <p>This land parcel is the only remaining block in the area, and by building apartments it will have a significant impact on the balance of the architecture of the area.</p> <p>We prefer this parcel of land to be saved for community use as many children and adults use this area for recreational purposes.</p> <p>Kindly consider my proposal and hope my objection to this proposed apartment development will be considered favourably.</p> <p>Thanks,</p>
9.	Object	<p>The Development Application does not meet the State Policy Parking standard, failing to provide adequate parking by 43%. The application points to additional public parking that does not exist and, therefore, is not available.</p> <p>Development Approval Application, Page 6 "Amenities and Infrastructure" stipulates "There is a large free public car parking area adjacent to Koolbardi Park, immediately opposite the development site with access directly in front of the development site" - this car park no longer exists and therefore the reference to additional public available is inaccurate.</p> <p>Development Approval Application, Page 7 "Site Analysis", Second Image is showing a drawing of the above mentioned Public Carpark which does not exist.</p> <p>Development Approval Application, Page 15, "Variations to R-codes", Column "Proposal" item "2)" stipulates "There is a large public car park directly opposite the development site on on Bishopsgate Street with vehicle access immediately in front of the site. The public car park is not gated and accessible 24 hours a day. It is mainly used when there are sport and recreation events in the vicinity and at other times is almost empty. Therefore, we request that this can be used for support of parking for the apartments if this should be needed"</p> <p>The mentioned Public Car Park does not exist and proposal of this section is inaccurate.</p> <p>Supporting Development Approval Application Drawing A1.01, issue D & Drawing A1.05, issue B showing the Public Car Park and the Public Car Park Entry are incorrect - as this car park does not exist.</p> <p>In fact, as mentioned in my first comment, there is no Public Car Park available.</p> <p>Additionally, the Koolbardi Park where the entrance to the Public Car park is showing on the above mentioned drawings has the tennis courts, children play ground and two activity areas with people visiting each day. This area is already struggling to provide adequate parking to those attending the park and it's facilities with people parking on verges and even often occupying the disability bays. The issues with parking caused frequent ranger calls in the area and is an ongoing issue.</p>

		<p>People visiting Koolbardi Park also park their vehicles on the residential verges of local residents. Therefore, the area's current demographic, struggling to satisfy already existing visitors will not be able to provide additional parking facilities.</p> <p>Development Approval Application proposes a building of 24 dwellings with inadequate parking facilities, which does not meet the current State Policy for parking and traffic regulation, providing almost half of the car bays required.</p> <p>The approval Application on page 20, stipulates “.. the dwellings are designed to accommodate single parents with young children and single older women”, however there is no grocery stores in walking proximity for those who won’t have access a vehicle. In fact, Coles and Woolworth are 1.5km and 1.6km away from the proposed development dwellings, making it over a 3km round trip to get essential items for the elderly or parents with children. No public transport is available to shorten the trip, making it essential to have a vehicle to travel.</p> <p>Additionally, to the lack of parking for the proposed plan and residents, maintenance and servicing of the 24 proposed units would require additional visitor parking, which is not satisfied by the State Policy.</p> <p>The proposed dwelling type will require visits from social services, support and social workers. This would put an additional strain on parking required when it is not even met in the first place.</p> <p>In the absence of adequate parking, people would park their cars in zones that are not designated for parking, such as on the side of the street, which is very close to the intersection/roundabout.</p> <p>The Bishopsgate/Roberts Road Miller Street intersection/roundabout is known for its high accident rating for vehicle/vehicle and Vehicle/Pushbike. Not meeting the State Requirements for minimum parking and people parking on the street illegally would put pushbike riders and vehicle drivers at greater risk.</p> <p>Lastly, Koolbardi Park and its facilities with Tennis, children's playground areas,multiple BBQ areas, and small and large god parks have a large volume of visitors each day. Adding additional volume of vehicles with inadequate parking will put current residents, their children, dog owners and their pets at risk.</p> <p>I object to the proposal as we first need to support the current infrastructure before considering a new development that would put a strain on current residents, family, lifestyle and their safety.</p> <p>Regards, [NAME REDACTED]</p>
10.	Object	<p>I feel that we will be impacted by the extra traffic parking and driving down our street. Due to the changes made to Archer St we already have increased traffic and more people parking in our street.</p> <p>I don’t understand how you can build housing for people and not have enough parking for each person living there unless you’re going to prioritise people who don’t have vehicles. Even if they don’t drive themselves I’m sure they will have visitors who do and there are only 2 visitors car parks which will probably end up with residents parking there. Due to not having any parking at Koolbardi park there is already a lot of cars parking on nearby streets to use the park especially at weekends.</p> <p>We have great difficulty, already, getting out of our street at Archer St. & Roberts Rd. due to increased traffic. I think this will make it even worse.</p>

		As much as I understand we need more housing I feel sorry for those people who have properties near the complex as they will undoubtedly decrease significantly in value and I am sure no one on the council would want it built next door to them. Maybe if it was reduced to 2 storeys and 15 units it would be more acceptable.
11.	Object	<p>Car parking is a concern. Visitor (and residents as there isn't 1 car bay per unit) cars will have to park in the side street. Raleigh St is currently filled with cars from other residents and Bishopsgate is a significant through road. I think that drivers will come down Planet St or Mars St to avoid Bishopsgate.</p> <p>General Comments A) Will it effect any widening of Roberts Rd at Millers Crossing eg space for construction equipment etc B) There is no public transport or deli type shops in close proximity to the project. An able bodied person would take 10 minutes to get to the train and longer for a deli. There is no buses in the vicinity. These comments are made as it is implied that some residents could be mobility impaired. C) The artist impression looks like old type flats. Long rectangular building with small balcony to the front. A very uninteresting looking building that adds nothing to the amenity.</p>
12.	Object	<p>My name is [NAME REDACTED] and I am a resident living at [INFORMATION REDACTED]. This letter is on behalf of myself, my partner [NAME REDACTED] and the silent residents who will be impacted by the loss of the parklands known as Millers Crossing in a proposed development application currently open for consultation by the Town of Victoria Park.</p> <p>Before I list off objections to this proposed development of the parklands, I recognize its current zoning and how this is not registered public open space (POS). It is however a well-used green space used by residents, provides the same services that other POS provides (environmental and social) and the lack of enough existing green spaces for residents in Carlisle1. This space is regularly used by dog walkers to play fetch with their pets; kids will play in the space; people have picnics in these spaces in good weather; grandparents play with grandkids with a kick to kick with the football; people can regularly be found in good weather to be enjoying the space stretched out on a towel or blanket with a book. The space is a multi purpose space and is used by many.</p> <p>The need for affordable housing for people to live is recognised. With all the current investment into the area to address the expected population increases not limited to the. update of the Armadale line, the retention and protection of the already inadequate supply of common recreation and green spaces needs to be protected.</p> <p>The three parks corridor is a rare urban green asset that needs to be protected and invested in for the betterment of the community and not built upon. Investment should be to increase the quantity and quality of green infrastructure, improve habitat values and increase shade and opportunities for residents to enjoy this asset. Once we build on this park, it is gone forever (please consider this fact).</p> <p>There are multiple options available to build affordable accommodation in the area, there are cleared areas or abandoned buildings in Carlisle (cleared area near Star Street specifically for development or the old abandoned car yard on Rutland Avenue) that could be purchased and their already impacted footprint could be used, purchase of existing houses and their footprint used to developed high density accommodation to meet future needs.</p> <p>The Town of Victoria Park is an amazing place and a desirable place to live The local Government has put in appropriate policies and strategies to protect it. The town protects buildings, streetscapes and the feel of the town. By removing another rare local green space, we as a community lose what we moved here for.</p> <p>The Town of Victoria Park Urban Forest Strategy identifies a number of benefits of trees including:</p> <ul style="list-style-type: none"> • Providing shade and cooling for the Town;

	<ul style="list-style-type: none"> • Reducing air pollution and airborne particles; • Reducing stormwater and nutrient loads; • Increasing property values; • Reduced energy costs; and • Providing a sense of place. <p>Removing any trees causes a direct decline in all of the important services we get from trees and green spaces.</p> <p>Public amenity and green infrastructure –</p> <ul style="list-style-type: none"> - Object to developing the parkland at Millers Crossing. Once this is developed, this critical green space will be lost forever. - Past investment by the Town of Victoria Park with maintenance in recognition of its contribution to the community being wasted. - POS being used for multiple outcomes such as parts of the surface water management systems further reducing community amenity of the POS. I do applaud however the incorporation of native gardens for habitat and street appeal. - Lack of family or pet backyards. Most blocks have multiple dwellings and have no back or front yards meaning the only areas to enjoy green spaces to play, rest or walk your dogs are in these parks. - The Town's of Victoria Park adopted an Urban Forestry Strategy (2018) that indicates that tree canopy coverage is currently at approximately 10%. The Town has adopted a number of key strategies, including a commitment to increase canopy coverage to 20%. Note that the DRAFT WA Urban Forest Strategy 2024 (being developed by the Department of Planning, Lands and Heritage) is discussing a target of 30% canopy cover. Removing this green space is going to make it difficult to hit the desired 20% canopy cover in its own strategies. <p>Habitat and ecological values –</p> <ul style="list-style-type: none"> - The area lost significant habitat values with the recent development of Laithlane Park that cleared remnant vegetation further decreasing the stock of green infrastructure. - Threatened species such as the Carnaby's Black Cockatoo (<i>Calyptorhynchus latirostris</i>) and the Forest Red Tailed Black Cockatoo (<i>Calyptorhynchus banksii naso</i>) use this area for foraging for food and occasional respite to roost. There is significant regional decline in available food resources for these endangered species due to development clearing. - The Town of Victoria Park has minimal Local Natural Areas (Remnant of Riparian vegetation) meaning POS and parklands are critical corridors, habitat for native species. - The WA Planning Commissions Strategic Plan 2022-2025 prioritises sustainable development which protects, conserves and promotes natural assets (land and water) and biodiversity. Whilst Millers Crossing isn't pristine by any measure, it is all that we have that we can enhance and improve. Building on it will fail in this priority. <p>Climate -</p> <ul style="list-style-type: none"> - The removal of trees and grassed areas that act as a natural heat sink incrementally increasing the urban heat island effect for local residents. - The Town of Victoria Park Parks Climate Emergency Plan 2021 aims to address rising temperatures, extreme weather events and other climate related changes that pose significant risks to community and environment by reducing the towns emissions to 0%. Specifically, implementation of an Urban Forest Strategy, which aims to increase green spaces, promote biodiversity, and enhance natural carbon sinks within our town. How does the Town propose to meet this when available green spaces are providing climate mitigation services for free? - The Infrastructure WA State Infrastructure Plan 2022 supports eextending the existing Urban Canopy Grant Program to increase the urban tree
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	<p>canopy across the Perth and Peel regions, and other major regional urban centres, biodiversity, and enhance natural carbon sinks within our town. Removing this parkland goes against this goal and other Government investment. (Recommendation 18, section C, Page 103)</p> <ul style="list-style-type: none"> - The saving of water in a drying climate - Opportunity to increase soil carbon to reduce needed watering of grassed areas. The City of Dubbo more than halved their watering requirements by increasing their soil health. <p>Livability</p> <ul style="list-style-type: none"> - Objection to the three-story concept. No other dwellings in the area are this high and is seen as unsuitable and inappropriate as it is not in keeping with the existing feel of the suburb. - Objection to lack of carparks- Raleigh Street already has parking congestion on the street. This is amplified on weekends and in evenings when visitors come to the street. Any unavailability of parking at this proposed building will park on Raleigh Street further increases the number of vehicles on the street which would increase further during peak times. Having 2 visitor carparks is woefully inadequate as is 15 for residents. This lack of carparks is highlighted in the letter to residents sent out by the Town of Victoria Park May 2024 and appears to be in breach of your own standards (Residential Design Codes; Volume 1, C2.3.1). - The development plan shows the split between buildings and POS around the buildings. This is sold as POS which is disingenuous when portraying carparks as POS. - Allowing vehicle access between Raleigh Street through to Bishopsgate Street. This will increase traffic through the cul-de-sac that was put in to reduce traffic and improve traffic safety. <p>Public Justice –</p> <ul style="list-style-type: none"> - Government, decision makers and planners do not live on my street, decisions to develop the green spaces and remove this public amenity affect the very people that use it and move to these locations because of it. It does not affect the planners. - There are many First Nations families living at this end of Raleigh Street, many of these residents have limited opportunities to connect with any kind of country in the urban context. Meaning locations like the connected parks and POS is a potential link to culture. - Contradictory policies and strategies within the Town of Victoria Park. The Town desires to be more climate resilient and increase its canopy cover by 20% (in part using streets sides and residents as a vehicle to achieve this) and potentially allowing other agencies to build on our diminishing green space stock. You cannot expect people to value street trees if the very organization encouraging this behaviour condones the removal of green spaces and trees on Town managed lands. As a point of interest, 10% increase is approximately 256,000 additional trees. - All people who wish to live and develop in the Town of Victoria Park need to be treated fairly, with respect and equally. No matter the scale or scope of new proposal or who they are. Having exclusions in key policies to make things “easier” or to let some obligations off the hook is neither fair or equitable and we all should be held to the same standard. The Town of Victoria Parks Local Planning Policy # 39 Tree Planting and Retention (2022) excludes “Multiple Dwellings in areas coded R40 or above, or Mixed Use Developments, which are addressed by State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments” from adhering to some basic principles that the community/residents should expect (existing and future residents). This exclusion needs to be removed and the policy applied to all developments regarding tree planting and retention. <p>Social Cohesion –</p> <p>Evidence suggests that green spaces play a multifaceted role in urban areas, impacting both physical health and social well-being.</p> <ul style="list-style-type: none"> - Subjective Factors and Greenspace Use: <ul style="list-style-type: none"> o Access to greenspaces is not solely determined by physical characteristics like parks, footpaths, and lighting. o Subjective factors, such as social cohesion at the community level and individual feelings of integration and inclusion, also influence greenspace.
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		<p>o These feelings can mitigate the effects of experiential barriers, including evidence of anti-social behaviour.</p> <ul style="list-style-type: none"> - Reducing Anti-Social Behaviour: o Encouraging greater use of open spaces allows communities to reclaim green areas from those who misuse them. o A sense of ownership and responsibility leads to a reduction in other forms of anti-social behaviour, such as graffiti, drinking, drug use, and littering. o Well-designed and well-maintained public spaces contribute to reducing vandalism and anti-social behaviour, resulting in long-term cost savings. - Prosocial Behaviour and Green Space: o Exposure to green space may potentially increase prosocial behaviour among children and adolescents. - Social Functions of Urban Green Spaces: o Beyond leisure and physical health, green spaces serve as areas for social contact, encounter, communication, and interaction. <p>Recommendations –</p> <ul style="list-style-type: none"> - That the Town of Victoria Park denies the development application to build on Millers Crossing and seeks alternative locations with already degraded footprints. - That with the local community, the Town of Victoria Park rekindles the discussion on the purchase of the reserve and include this area into its POS portfolio - That the Town of Victoria Park provides opportunities for the local community to better engage and enhance the social and environmental values of the parks (more trees for shade and habitat, introduce water sources for birds etc). - Remove the restrictions or application of the Town of Victoria Parks Local Planning Policy # 39 Tree Planting and Retention (2022) that excludes “Multiple Dwellings in areas coded R40 or above, or Mixed Use Developments, which are addressed by State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments”. - I would finally recommend all those who are a part of the decision to approve or deny this proposal reread some key Town of Victoria Park Urban Forest Strategies and policies regarding urban forests to remind themselves of the towns commitments and challenge we face ahead. <p>In closing, our future generations deserve to have the same privileges that we enjoy. The constant decline in green spaces available in urban areas will deprive them of any meaningful connection with nature and green spaces. Nature does not have a voice and it is up to us to speak for it when threatened especially when there are better options available.</p> <p>I know I have been a little negative towards the Town of Victoria Park and I appreciate and thank all the staff and volunteers that make up our town and enables it to function. Victoria Park is a desirable neighborhood and we should collectively make best efforts to keep it so.</p> <p>I am more than happy to discuss this letter anytime and my comments and can be reached on [REDACTED]</p> <p>Thank you for the opportunity to comment.</p> <p>Attachment – Letter</p>
13.	Object	<p>We have been experiencing constant disturbances from the community house next door, including shouting, screaming, crying, slamming doors, and booming music. Despite involving the police to ensure everyone's safety and reporting the situation to the Department of Housing, the noise has continued late into the night and our feelings of being terrorized persist. We originally purchased this property for its quiet environment, and the</p>

		<p>ongoing issues have significantly affected our sense of safety. Additionally, the disturbances are likely to decrease our property value. The authorities' handling of this situation has been disappointing, and if a new dwelling is built nearby, our concerns about safety will increase and property value will only decrease.</p> <p>[IMAGE ATTACHED TO SUBMISSION]</p>
14.	Object	<p>Development Application Ref No. 5.2024.93.1</p> <p>I have been a local Carlisle resident for 25 years, with 17 of these years within 95 metres of the proposed development. I strongly object to the development mainly on it contravening the minimum parking requirements of 25 car bays for residents. All Councillors need to be aware that this proposal has significant errors and misinformation within it. Some of these could have been identified with a simple site walk anytime within the last 5 years. As such I strongly object to this proposal being approved on parking grounds alone.</p> <p>The proposal continues to mention its proximity to public transportation. However these are 750m and 500m to the closest access points. I believe that these are restrictive to portion of proposed residents, with those being the single older women. Accessing these services during cold, wet, hot or dark times might be difficult. This I know through using them due to working in the Perth CBD, when I don't cycle in.</p> <p>Finally, even if the proposal complies with the R Codes regarding building height, it should be rejected due to 99.95% of properties in the suburb are restricted to two storey designs. The height, scale and design of this proposal would not reflect the characteristics of the remainder of the suburb. I have also attached some photos of recent parking issues on Bishopsgate Street with 100m of the proposed development. We don't need to compound these issues with a multi storey building without sufficient parking.</p>
15.	Object	<p>My partner, [REDACTED] and I have lived for many years in this area just down the road from the proposed Community Housing project. We have seen several changes over the years to this section of Carlisle to the point where Bishopsgate St has become a very busy road (which btw now needs speed humps across the road given the incessant speeding I witness nearly every day). We feel this development will impact our life here for the following reasons.</p> <ol style="list-style-type: none"> 1. It is wiping out a green recreational area that many residents use, ourselves included - such buffer zones are important to the quality of urban existence. 2. To have a 3 story development right on top of a major round-about intersection does not make good planning sense - traffic congestion will be greatly increased, just as has occurred at the corner of Archer St and Orrong Rd where access to two service stations and a fast food franchise perpetually clogs up traffic flow. 3. Consequently, an access or driveway into this development from Bishopsgate St will create increased traffic congestion - as it is now, traffic flowing into Miller St heading towards Albany highway, is often backed up from Roberts Rd. 4. There are no other 3 storey dwellings in this area, it is a size and scale that may set a precedent for future developments - local road designs cannot manage any influx of higher density population living. 5. Visitor parking to such a development does not seem to be well catered for - we have experienced football fans going to the Eagles premises, taking up street parking spots from local residents wherever they can grab one. 6. We are sympathetic to the concept of the development, and the plan to provide housing for the homeless, but don't believe this is the best location for such a project of this size.
16.	Neither Support	<p>I support social housing for this demographic but I do not support it being at the cost of the peaceful enjoyment of current rate paying residents. There will be no peaceful enjoyment when this development is complete & residents of said dwelling are forced to park on neighbouring streets which on game/event days is already a NIGHTMARE. Surely it's not safe for the residents to have to park miles away to their cars early mornings or</p>

	or Object	late at night. The area is already prone to sporadic & opportune crime with cars being broken into on the daily. The developers showed the existing residents the height of disrespect when referencing a non-existent carpark (now Koolbardi Park) on their development plans or citing the minerals resources/eagles permit only carpark as a solution to the lack of parking. This carpark is not a fit-for-purpose solution.
17.	Object	I object to the lack of parking for this development. Raleigh St is already congested by excessive street parking. Only allowing two visitor car spaces is inadequate given the need for service providers. This will inevitably overflow into the already congested Raleigh St; negatively impacting the lives of existing residents. Especially considering the existing shortfall of parking per building code.
18.	Object	<p>To Whom It May Concern, Re: Objection to Development Proposal at 6 Raleigh Street and 45 Bishopsgate Street, Carlisle.</p> <p>Re: Objection to Development Proposal at 6 Raleigh Street and 45 Bishopsgate Street, Carlisle</p> <p>I am writing to express my strong objection to the proposed development of a three-storey building containing 24 multiple dwellings at 6 Raleigh Street and 45 Bishopsgate Street, Carlisle. My main concern lies with the loss of tree canopy, which will have significant negative impacts on our community and environment.</p> <p>The attached image (Source: Adelaide Garden Guide for New Homes by the State Planning Commission and Green Adelaide) illustrates the immense benefits of maintaining established trees, including:</p> <ol style="list-style-type: none"> 1. Carbon Absorption: Mature trees can absorb up to 21 kilograms of CO2 per year, helping to mitigate climate change. 2. Oxygen Production: One large tree can release enough oxygen to support two people for a year. 3. Temperature Regulation: Trees provide shade, reducing temperatures and lowering energy costs by up to 10% during extreme heat events. 4. Wildlife Habitat: It takes 80-100 years for trees to form hollows essential for wildlife habitation. 5. Amenity Reduction: Removing trees will reduce shade and increase temperatures, adversely affecting the local amenity. <p>The proposed development's location along a busy road further exacerbates these concerns. The existing trees play a crucial role in regulating environmental impacts such as noise and air pollution, which will be significantly worsened if the development proceeds without preserving more of the existing tree canopy.</p> <p>Moreover, the proposed development's car parking plan is inadequate. The provision of 15 resident car spaces and 2 visitor car spaces falls short of the minimum requirement of 24 resident spaces and 6 visitor spaces as outlined in the Residential Design Codes. This will likely lead to increased street parking congestion, negatively affecting residents and visitors alike.</p> <p>Impact on Residents:</p> <p>Environmental Degradation: The loss of trees will diminish air quality and increase local temperatures.</p> <p>Increased Traffic and Parking Issues: Insufficient parking spaces will exacerbate street congestion, impacting the daily lives of residents.</p> <p>Loss of Community Character: The removal of mature trees will significantly alter the neighborhood's aesthetic and ecological value (which I believe does not align with the City's Local Planning Scheme/Strategy)</p>

		<p>In conclusion, I urge the Town of Victoria Park to reconsider this development proposal, prioritising the preservation of our valuable tree canopy and addressing the parking inadequacies. Our community's health, well-being, and environment should not be compromised for the sake of this development.</p> <p>Thank you for considering my objection.</p> <p>Sincerely, [NAME REDACTED]</p> <p><i>[IMAGE ATTACHED TO SUBMISSION]</i></p>
19.	Object	Less green space for walking to school for children going past this section. Not enough parking to accommodate that amount of housing. Millers crossing, Archer St are logged enough also without cars coming out onto this road.
20.	Object	The lack of adequate parking would cause major issues in the area, as it would end up spilling out onto the surrounding streets. There's no street parking on Bishopsgate St, due to the bike lanes, and with so many units on the street, some residents are already forced to park on the verges. The Raleigh St cul-de-sac would end up crammed with cars parked on the street and verges. I support the addition of more community housing to the area, but I think that the developers should be bound by the design codes that are in place for good reason. It seems that the developers want to squeeze as much money as they can out of the development at the expense of the existing residents in the area, as well as the future tenants in the development.
21.	Support	Support quality social housing development
22.	Support	Responsible urban infill and provision of subsidised housing are important issues. Our community will have more residents within walking distance to public transport. I do believe parking considerations need to be more considered and reflect the reality of how many additional cars will need space.
23.	Support	I think this is a great proposal and one that is worthy of the Town's full support.
24.	Object	Parking is insufficient. There should be at least one bay per apartment, preferably two. The section of Roberts Rd across the way is already clogged with too many cars. Bishopsgate Street has the bike lane which may be impacted by people parking on the street. You can see on other streets in the suburb how insufficient on-site parking is affecting traffic with people parking their cars on the street.
25.	Object	The lack of parking on this property will be a problem at an already busy and dangerous intersection. If the parking situation is fixed I would see no problem with this development.
26.	Object	The amount of on-site parking being provided is completely inadequate. This will result in a spillover of cars onto the surrounding streets. Other private developments require 2 car bays, and most residences have 1-2 cars. There is already a lack of parking at the adjacent Koolbardi Park, and similarly on Game Days at Lathlain Oval.
27.	Object	The amount of on-site parking being provided is completely inadequate. This will result in a spillover of cars onto the surrounding streets. Other private developments require 2 car bays, and most residences have 1-2 cars. There is already a lack of parking at the adjacent Koolbardi Park, and

		similarly on Game Days at Lathlain Oval.
28.	Object	My belief is that crime will mostly increase if this were to go ahead and the current park that is housing trees and wildlife will be at high risk of being killed and removed once cleared!!! It will also greatly impose in neighbouring yards as it is three stories high and traffic will also be affected greatly on which the apartments reside .
29.	Object	My main concern is the lack of sufficient parking to accommodate a large number of residents for 24 apartments. The street parking along Raleigh street is already problematic due to multiple duplex homes forcing people to park permanently on the road. It's very poor planning to building so many apartment units with insufficient purpose built parking. You may also want to consider the amount of traffic entering Raleigh Street already to access the corner bakery. There are car accidents at that intersection frequently. I cannot imagine having more traffic coming into this street which is technically a no through road. My main recommendation would be to build something of a higher quality with less apartments = less people and something that accommodates adequate parking.
30.	Object	Loss of green spaces. Area currently has a beautiful, quiet, family-friendly character. The project could decrease property values and alter this. Not to mention, the development will exacerbate existing traffic congestion and strain already busy and limited public transport services. I urge decision-makers to reconsider the location and scale of this project to preserve the unique character and well-being of our community.
31.	Support	-
32.	Support	-
33.	Object	<p>Regarding the parking proposal: the residential design codes exist for a reason and should be adhered to. The current parking situation in this area of Lathlain/Carlisle is poor, with the construction of the Eagles facilities, and future developments there, already removing street parking and putting further stress on parking facilities. The area is increasingly busy, with parents concerned about the affects of traffic for their children.</p> <p>Furthermore, the development of this space was previously proposed and firmly rejected by ratepayers. This proposed development is only going to be a negative for residents in Lathlain & Carlisle. Given that local government supposedly cares about green spaces, it surprises me that consent would be given to remove more parkland and approximately three quarters of the trees on site.</p> <p>On top of this, community housing is going to lower the safety for families in the local area. The safety of the Koolbardi Park directly opposite the site is going to be reduced. This in conjunction with the fact that Rutland Ave is already a drug highway where people travel up and down from the station into Carlisle to collect drugs, and make drops along the railway. Placing community housing right alongside this area will not only decrease the safety for residents, but will also make it difficult for vulnerable residents of the community housing to avoid the pitfalls of living near trafficking routes.</p>
34.	Object	I only object to this proposal with regards to car parking - I see this being an issue that is likely to cause overflow parking to impact surrounding streets and amenity. The Residential Design Codes have been designed to mitigate these sorts of issues and should apply equally to this development.
35.	Object	<p>Page 15 proposes the use of Public Carpark on Bishopsgate (Koolbardi Park) to support any extra parking needs for the apartment.</p> <p>> There is no public carpark at Koolbardi Park. The former Carlisle Bowling Club carpark was demolished at least 10 years ago to install a community</p>

	<p>grassed area and tennis courts. Why was this submission accepted? If such a carpark existed, it would prevent visitors from double parking on the road along Planet Street as the Council deemed parking on the verge prohibited. Decreasing public safety outside a Kindergarten and dog park. Allowing this development to use this area as overflow will contribute to existing traffic congestion issues.</p> <p>Insufficient onsite parking bays ? There is no street parking on Bishopsgate, forcing residents and visitors to use surrounding areas that are already at reduced capacity. Feel for the garbage truck drivers.</p> <p>Public Safety - Driveway access on Bishopsgate contributes to existing Traffic Congestion ? Traffic congestion at the roundabout of Bishopsgate and Miller Street every weekday during peak periods & sports events. Reducing traffic would be more beneficial to the community.</p> <p>Location - Visual & Noise Pollution of concrete multi-storey dwellings on existing wildlife houses. ? Loss of visibility of approaching traffic/pedestrians/cyclists due to building and fencing. Increasing residential noise and foot traffic impacts the surrounding residents, potentially increasing the crime rate and reducing property prices.</p> <p>Destruction of Urban Forest - impacting humans (loss of public space) and native birds, i.e. Carnaby Black Cockatoos, Galah, Magpies who frequently visit the trees & grassland. ? Conflicting information to ..."The Town has one of the lowest tree canopy covers within the Perth metropolitan region, covering approximately 10% of the Town's area of jurisdiction. Protecting existing trees on public land and helping new trees to reach maturity forms part of the solution for the Town to reach its goal of 20% tree canopy cover".. "Applicants should take all measures to design developments to retain and protect street trees. Removal of street trees for new crossovers will only be considered where all other design options have been exhausted. Contact the Town early in the planning stage to discuss any concerns with street trees." Source: https://www.victoriapark.wa.gov.au/develop-and-build/planning/planning-information-and-faqs/street-trees-and-development.aspx</p> <p>Proximity to Railway line ? Extra foot traffic from the Railway line may increase Crime in Carlisle, i.e. burglary and stealing.</p> <p>Zoning State Government land - Parnham Park ? Government land is now R60, and surrounding properties are R30. This can be perceived as favouring the government and disadvantaging Ratepayers. Ratepayers' land will decrease and increase rates.</p> <p>All that fantastic work to improve Archer Street will be all for nothing if this proceeds as is. The community's reborn spirit will sadly take a deep dive, with the prediction that crime will return to increase.</p> <p>The Town of Bassendean has a more suitable location for this development.</p>
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36.	Object	We cannot allow developments that do not have the recommended number of car parking spaces (both for residents and visitors). The amount of on-street parking in Carlisle is making it difficult for cars to navigate our streets, let alone trucks, and this is around developments that do have the correct number of parking spots. Please do not approve this development in its current form.
37.	Support	I am supportive of the proposed community housing based on the submission and noting projects proximity to public transport, community centres and available shopping. I understand this project will be delivered by dedicated community housing providers (I would expect non-for-profit) and note that density looks relatively fair. It would be superior if there was a balance between residential and community housing to ensure a diverse residency population. In line with community expectations, I would appreciate more detailed consultation on sustainability of project (renewable power, water reuse etc...), the housing provider and ensure any removed vegetation is like for like replaced. Secondly, green spaces for residents and adequate transport alternatives are not detailed on submission which does provide limited information. With this noted, proximity to community areas (neighbouring sporting facilities, skatepark etc...) is highly regarded and ensures residents have a good quality of life. I do think more privacy should be provided to residents by ensuring adequate fencing and set back measures.
38.	Support	I regularly go into the area for work etc and I think this is an excellent idea it will increase business and sense of community in the area and help alleviate the shortage of housing for the less well off.
39.	Support	My current property is next to community housing. I am in favor of more community housing in this area. Particularly given the acute lack of rental properties.
40.	Object	The plan has a shortfall in parking. But in the report it states there is a large free carpark directly opposite. Presumably the report is referring to the aerial photos showing a large carpark in Koolbardi Park. These are old photos. Both carparks of the old bowling club were removed when Koolbardi Park was developed. ToVP council prohibit parking on the verge alongside Kollbardi Pk except in the 1 disabled bay. There is zero street parking in front of the proposed development. The development should have 1 car bay per unit.
41.	Object	As a resident on Raleigh Street, the proposed development is of concern to me and my family. The proposal is for 24 units and only contains 15 parking spaces. It is written based on a map, stating that there is a parking lot directly across the street on Bishopsgate Street. This is an outdated photo and the car park does not currently exist, as shown in the attached image. There is also no parking available on Bishopsgate as a whole, or Roberts Road, which in turn means that residents and visitors to the proposed dwellings would likely enter via Raleigh Street and look for parking there. Many residents of Raleigh Street, like myself already have concerns for the state of parking and safety on the street. With many cars currently parking on the street there is limited vision and clearance for cars, leading to concerns for safety of local residents, including the elderly and young children. If the proposed site was to continue as planned there would be increased pressure on the roads, and parking on the street. If the proposed dwellings are to be built it would be of the interest of future residents, and locals already in the area, that the parking be increased, or number of dwellings decreased. It would also be of benefit to consider road safety and parking on the street, with possible restricted parking and speed bumps. [IMAGE ATTACHED TO SUBMISSION]
42.	Object	There is no parking on Bishopsgate, Miller and Roberts streets, directly near the proposed site. In the proposal it states there is public parking nearby. The proposal uses an outdated map, meaning there is not the street parking as indicated. As a resident on Raleigh street, the lack of parking in the proposal is of great concern. We already have limited parking availability on a narrow street, as well as speeding vehicles and reckless drivers. This

		poses an increase to the already significant risk to local residents, including the elderly and children. A high percentage of blocks on Raleigh street are already multiple dwellings, and businesses on the street, meaning there is already limited parking on the street. The only public parking available on the nearby Archer Street is significantly filled on a regular basis. This means that a multi-residential building ad proposed will place even more increased pressure on an area with limited access and parking.
43.	Support	Strongly support this proposal! I hope to see more projects like this around the community, supporting the diversity and young people in our community to get into affordable housing.
44.	Support	I am pleased to see developments like that that encourage the use of public and active transport by reducing available parking. The inclusion of communal spaces is great. More just like this please.
45.	Object	<p>The proposed apartment development falls significantly short of providing adequate parking for its residents. With only 15 designated spaces, the project fails to meet the minimum requirements outlined in State Planning Policy 7.3 Residential Design Codes Volume 1(R-Codes Volume 1) Clause 5.3.3, which mandates 24 resident spaces and 6 visitor spaces. This deficiency will inevitably lead to overflow parking on Bishopsgate Street, where on-street parking is already unavailable. Furthermore, the proposed development's reliance on a previously demolished, now non-existent, parking lot demonstrates a lack of due diligence in addressing the crucial issue of resident parking. This shortfall in parking provision will undoubtedly exacerbate traffic congestion on Raleigh and Bishopsgate Street, jeopardizing pedestrian and cyclist safety, particularly those utilizing the designated bike lanes on Bishopsgate Street.</p> <p>The proposed access point for the car park onto Bishopsgate Street raises significant safety concerns. The removal of a mature tree to accommodate this access not only detracts from the neighbourhood aesthetic but also potentially compromises visibility for drivers exiting the car park. Furthermore, the close proximity of the proposed exit to the Bishopsgate Street roundabout creates a hazardous situation, especially during peak morning hours. Vehicles exiting the car park are likely to impede traffic flow and potentially cause accidents with vehicles turning left onto Bishopsgate Street from Roberts Road.</p> <p>As a resident directly adjacent to the proposed development, you hold a vested interest in maintaining a peaceful and noise-free environment. The close proximity of the car park to your property line raises legitimate concerns about potential noise pollution at all hours of the day.</p>
46.	Object	There is insufficient parking proposed leading to greater congestion on Raleigh and Bishopsgate Streets. The proposed plans indicate that there is additional public parking available in Koolbardi Park, however, this parking does not exist following the redevelopment of the park in 2019.
47.	Support	We need more developments like this.
48.	Object	Parking Issues, too high density building, safety concerns for children at the park, loss of a green space and park, safety concerns as I don't live far from this site. I've lived in Carlisle nearly 30 years and have seen the decline in safety and a rise in issues around Cohn Street and Solar Way where state housing density has increased. Carlisle needs to STOP being the dumping ground of undesirable individuals. This corridor and Cohn Street are already high crime areas. Build it next to Town of Vic Park building by removing some of the park there NOT Carlisle. I DO NOT APPROVE!

49.	Support	social housing in locations such as this are essential to the sustainable and ongoing housing of residents of Boorloo/Perth and surrounds. Inner city metro living spaces with a priority on public transport access and pedestrian living over more car-centric development will be an asset to the space.
50.	Object	The most concerning piece of this proposal is the lack of parking for the proposed apartments. We already have limited street parking available on Raleigh street and given there is no parking available on Bishopsgate street this is a real concern. There are also other concerns but have addressed my priority concern above.
51.	Support	I support development project that ensure access to affordable housing. The access to transport, school and outdoor areas make it a suitable location.
52.	Object	My concern is the amount of extra traffic this development will no doubt produce on a narrow and busy street (Raleigh). Street side parking is at a premium already. The street is a cul-de-sac which often requires many 'give way' moments already without adding to the swerving and dodging that occurs. Exiting my driveway is often precarious now.
53.	Support	.
54.	Object	We pay very expensive council rates every year and don't feel funds are being spent responsibly and sufficiently to keep ratepayers safe from anti social behaviour. John Macmillan park is a no go area for my family given what we have witnessed there over the summer. Council has already wasted rate payer funds by not consulting with the community regarding koolbardi basketball courts and then tearing them down due to noise pollution. This proposed development will make the area worse. I have no faith that department of housing or victoria park council will act in good faith towards keeping the current residents safe in the area by proceeding with this development. Lessons need to be learnt from previous developments such as Brownlie towers in Bentley which was a social housing nightmare and eventually buildings torn down. Similar social issues exist on Harris street, Carlisle where there is a large cluster of social housing which has proved a nightmare for local rate paying residents! Absolutely object to this proposal proceeding. Statistical data shows once the train line is back up and running combined with this high density social housing, this will become a perfect storm leading to increase in thefts, burglaries and anti social behaviour. Property values in area will devalue. Absolute NO to this proposal.
55.	Support	It will be good to provide housing that allows people to be part of a community and have access to local shops and facilities.
56.	Object	Please see attached letter and images for Development Application Reference Number: 5.2024.93.1 I am a long term homeowner (17 Years) living on Bishopsgate Street and within 93m (5 houses) of this proposed development application. The submission has outdated, incorrect and misleading information and appears to lack the basic knowledge and awareness of the current surroundings. The Lathlain/Carlisle Bowling Club with ALL its on-site car parking was demolished to make way for the new Koolbardi Park which opened in December 2019. The car park that is referred to on the plans as "A large carpark directly opposite the development site on Bishopsgate street with vehicle access immediately in front of the site" is now a storm water drain, clearly visible on a Google map search or simple site visit. Koolbardi Park was designed as a WALK TO PARK by the Town of Victoria Park and has no onsite parking facility except one disabled bay. Bishopsgate street also contains bike lanes on both sides and therefore has no road or verge parking. There is also no parking along Roberts Road or Millers

		<p>Crossing. As you can see from the images supplied the outcome of this decision to not provide public parking has caused stress and safety issues to local residents along with valuable time spent having to call the Ranger to have cars removed.</p> <p>Bishopsgate street regularly has the rail replacement buses up and down the street making it hard to navigate when cars have illegally parked in the bike lane. The roundabout on the corner is notoriously known for car/bike accidents due to the high volume of traffic and speed, the latest having the large metal guard rail replaced last month on the footpath after a car demolished it.</p> <p>I strongly disagree and do not support the inadequate parking and disregard for the State R Codes to reduce the minimum 24 car bays and 6 visitors bays to just 15 with 2 visitors bays. The Cohort you are referring to as single parents with young children and older single females also does not reflect the requirement of 3 motorbike bays. Therefore I feel it would be negligent of the council to approve this development application as it is currently submitted. It will directly impact myself and other residents with no support parking within close proximity of the unit development.</p> <p>ADDITIONAL CONCERNS: Careful consideration will also need to be addressed on the amount of bins and how they will be collected along Bishopsgate street so close to the roundabout. The collection of up to 48 bins (2 per unit) and potential to fall onto the road (as it does at the Red Castle Units) is dangerous and will severely impact the flow of traffic. The height, scale and style of this design does not reflect the surrounding street scape and feel this type of housing will devalue our property. This section is also part of the green corridor for the Red Tailed Cockatoos. Removal of further healthy trees after losing so many to the borer bug will put them further at risk.</p> <p>[IMAGE ATTACHED TO SUBMISSION]</p>
57.	Object	<p>I support in principle the development of community housing in the area but I do not support the specific proposal to only provide 15 car bays for 24 apartments. It is reasonable to assume that even if there is only 1 adult living in each apartment, they may all own a car and 15 bays are not enough for the residents. The application and map attached to the application refer to "a large free public car parking area adjacent to Koolbardi Park" - this car park does not exist, the area referred to is part of Koolbardi Park. The application appears to be based on the assumption that residents can park in this non-existent car park when in fact there will be nowhere for the residents to park except for on Raleigh Street or other surrounding streets where parking is already a problem.</p>
58.	Object	<p>Subject: Concerns Regarding the Proposed Three-Story Building Containing 24 Multiple Dwellings at 6 Raleigh Street and 45 Bishopsgate Street, Carlisle</p> <p>Dear Town of Victoria Park,</p> <p>I am writing to express my concerns about the proposal for a three-story building containing 24 multiple dwellings in our local area. Here are the key points of my objection:</p> <p>Increased Crime and Anti-Social Behavior:</p> <p>Historical data indicates that high-density public housing is often associated with increased crime rates and anti-social behavior. The WA government moved away from this model for these reasons, opting to spread out public housing in suburban areas to mitigate such issues.</p> <p>Insufficient Parking and Increased Congestion:</p>

	<p>The proposal includes only 15 car bays for 42 bedrooms (24 apartments), which is grossly inadequate. This will likely result in a minimum of 24 resident cars, with a realistic expectation of closer to 2 cars per apartment, plus guests. There is already a severe lack of parking in the area, especially for Koolbardi Park, the dog park, and Lathlain Kindy, which currently rely on on-road verge parking.</p> <p>Misleading Information about Public Parking:</p> <p>The proposal falsely claims the existence of a large free public car park adjacent to Koolbardi Park, which has not existed since the park was redeveloped several years ago. The submission, dated 23/5/24, misleadingly shows the old car park from the bowling club instead of the current situation.</p> <p>Maintenance of Shared Amenities:</p> <p>Questions arise regarding the funding and maintenance of shared amenities such as communal BBQs, vegetable gardens, and playgrounds. It is unrealistic to expect residents to maintain these facilities, leading to ongoing taxpayer expenses.</p> <p>Inappropriate Housing Model:</p> <p>The proposed model aims to accommodate single parents with young children and single older women. This raises concerns about the stability of housing for residents as their personal circumstances change, potentially leading to forced relocations.</p> <p>Potential for Increased Domestic Issues:</p> <p>Concentrating single parents with young children in one building could exacerbate domestic violence, drug use, and other anti-social behaviors due to the influx of ex-partners and new partners.</p> <p>Disruption to Adjacent Properties:</p> <p>Parking and bins are planned along adjacent property boundaries, causing potential disturbances from car movements and noise at all hours. These should be relocated to minimize disruption to existing residents.</p> <p>Alternative Development Suggestions:</p> <p>Constructing six or more standard houses in line with adjacent properties would better integrate with the local suburb profile, providing ample on-site parking and storage while being less disruptive. Additionally, converting the park across the road (towards the train line) into housing could add more residences without the downsides of high-density development.</p>
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		<p>In conclusion, this high-density development proposal poses significant risks to the community's safety, parking, and overall harmony. A more suitable development model should be considered to align with the neighborhood's character and needs.</p> <p>Thank you for considering my concerns.</p> <p>Sincerely, [NAME REDACTED]</p>
59.	Object	The social housing development in our neighborhood will negatively impact us due to insufficient parking and the potential increase in antisocial behavior and activities associated with it.
60.	Object	Although I am all for addressing the housing crisis in the Perth Metro area, the location of these apartments must be well thought out. Parking is already a huge issue at this end of Bishopsgate street. There is no street parking and no additional parking at the park across the road (just one disabled bay). People already park illegally causing safety issues for children and people with pets crossing road to get to the park, cyclists trying their best to remain in the cyclist lanes and residents reversing from their garages. This is not to mention the huge amount of traffic including buses accessing Miller and Roberts. If there are not enough car bays for residents of the apartment block (eg couples, small families), this will add to the issue. The roundabout intersection at Bishopsgate and Miller is also quite busy nowadays. Particularly as people use Roberts road to get to Orrong and Miller to get to Shepparton with works being done to the train line. Residents of the apartments may find this entrance/exit difficult. In summary, parking and traffic are my greatest concerns regarding this development and perhaps a less congested location should be considered.
61.	Object	There are not enough amenities to support the build, and the roads cannot support that many more people - parking will be an issue in the area, as well as traffic as the roads around into Shepperton, Orrong and Great Eastern are already too busy at peak hour. The number of trees to be removed is also of concern. The suburbs in this area pride themselves in the parks and greenery, and I understand there is an objective for as much tree canopy coverage as possible. Removing the number of trees proposed will only take away the appeal of the area.
62.	Object	Concerns about the impact with increased traffic in an already busy spot, that can't handle the load already. Lack of car spaces.
63.	Object	Major concerns about how the street will be affected by overflow of cars due to the lack of parking provided in the complex.
64.	Object	I am avidly against this proposal. The Town's main priority should be first and foremost creating a safe neighborhood. Before a community housing project is undertaken, much work needs to be done reducing the already high crime rate. Building a project such as this before addressing the high crime rate issue will only worsen the area for not only the resident but also the potential social housing occupiers. This will not only cause a greater burden on the already strained government resources but will also cause the Town of Victoria Park to be unsustainable. Strong surveillance should be in place and further reduction in access to alcohol bottle shops should be a main priority before this proposal gets put up.
65.	Object	<p>Dear Karen Vernon</p> <p>I am writing to express my strong objection to the proposed multi-storey social housing development in our neighbourhood, Carlisle. As a resident of</p>

		<p>this community, I have significant concerns regarding the potential negative impacts of this project, particularly in terms of security, crime rates, and overall quality of life.</p> <p>Firstly, as a young female resident, I am deeply worried about the potential increase in crime that often accompanies high-density housing developments. Numerous studies and reports have shown that such developments can lead to higher crime rates due to the influx of a larger, and sometimes transient, population. This raises serious concerns for my personal safety and the safety of other residents, especially women and children.</p> <p>The government has a responsibility to create a safe environment and reduce existing crime and social issues before introducing a development that could exacerbate these problems. It is crucial to address the current crime rate, as published on WA Police website, and aim to reduce it by at least 80% before considering such a development.</p> <p>Secondly, the proposed development is likely to worsen the already strained traffic situation in our neighborhood. Our roads and public transportation infrastructure are not equipped to handle the additional traffic that a multi-storey housing complex would generate. Increased traffic congestion not only leads to longer commute times but also poses a greater risk of accidents, endangering pedestrians and drivers alike.</p> <p>Additionally, the introduction of a large social housing project could have adverse effects on the surrounding areas. The potential for increased noise, pollution and as a result would degrade the quality of life for existing residents. I fear will be significantly disrupted by this development.</p> <p>I understand the need for social housing and support the provision of affordable living options for all. However, I believe it is crucial to find a balance that does not compromise the safety and well-being of current residents. I urge you to consider alternative locations for this project that would be more suitable and to conduct a thorough impact assessment that takes into account the concerns of our community.</p> <p>as a fellow woman who is equally vulnerable, I respectfully request that you reconsider the approval of the proposed multi-storey social housing development in Carlisle. Our community's safety, security, and quality of life should be paramount in any development decision.</p> <p>Thank you for your attention to this matter. I look forward to your response and hope that our concerns will be taken into serious consideration.</p>
66.	Object	<p>1. In adequate Car Parkin</p> <p>The proposed development provides only 15 car spaces for residents and 2 visitor bays, which is significantly below minimum requirements. State Planning Policy 7.3 Residential Design Codes Volume 1. The shortfall will increase on street parking at the cul de sac in Raleigh as there is no parking in Bishopsgate St near the proposed development. Further more Living in the cul de sac end of Raleigh St already has it's street parking challenges, not only from residents and visitors parking but from a business perspective with the limited parking for the Carlisle Bakery and Ameci Mia Restaurant. Certain times of the day are particularly challenging for access and egress larger trucks and delivery vehicles are unable to pass with cars on both sides of the road and also vehicles blocking the laneway behind the Carlisle Bakery and the shops on Archer St. The proposed parking for this development is far from satisfactory and if approved as is will only add to the current congestion, and access and egress issues in the already busy and densely populated Raleigh St cul de sac. The plans also stipulate overflow parking off of Bishopsgate St, which is incorrect and does not exist. I strongly object to this inadequate parking proposal, along with the access and egress from Raleigh St and Bishopsgate.</p>

		As a rate payer for 50 years I strongly urge the Town of Victoria Park to reject this application to preserve the quality of life and character of our community.
67.	Object	<p>1. In adequate Car Parking The proposed development provides only 15 car spaces for residents and 2 visitor bays, which is significantly below minimum requirements. State Planning Policy 7.3 Residential Design Codes Volume 1. The shortfall will increase on street parking at the cul de sac in Raleigh as there is no parking in Bishopsgate St near the proposed development. Further more Living in the cul de sac end of Raleigh St already has it's street parking challenges, not only from residents and visitors parking but from a business perspective with the limited parking for the Carlisle Bakery and Ameci Mia Restaurant. Certain times of the day are particularly challenging for access and egress larger trucks and delivery vehicles are unable to pass with cars on both sides of the road and also vehicles blocking the laneway behind the Carlisle Bakery and the shops on Archer St. The proposed parking for this development is far from satisfactory and if approved as is will only add to the current congestion, and access and egress issues in the already busy and densely populated Raleigh St cul de sac. The plans also stipulate overflow parking off of Bishopsgate St, which is incorrect and does not exist. I strongly object to this inadequate parking proposal, along with the access and egress from Raleigh St and Bishopsgate.</p> <p>2. Negative impact on Community and Environment The development is out of character with the low density residential nature of Carlisle. Despite retaining 12 trees the development doesn't adequately contribute to the area's green space and biodiversity plans, as Highlighted in the Carlisle Place Plan.</p> <p>3. Misalignment with infrastructure and Urban Planning Goals The proposed development fails to integrate with ongoing METRONET projects and long term urban planning.</p> <p>4. Existing Social Housing The Department of Communities already has social housing in the immediate vicinity which they do not administer in a responsible manor.</p> <p>I strongly urge the Town of Victoria Park to reject this application to preserve the quality f life and character of our community.</p>
68.	Object	<p>As an owner and occupier who lives in the cul de sac end of Raleigh St, I am able to provide insight and context surrounding current parking issues and also referencing the ebb and flow of traffic at its current state. As it stands already we have street parking challenges, not only from residents and visitors parking but from a business perspective with the limited parking for the Carlisle Bakery and Ameci Mia Restaurant. Certain times of the day the ebb and flow of traffic in dovetail with access and egress and I have often seen larger trucks and delivery vehicles who are unable to pass with cars on both sides of the road and also vehicles blocking the laneway behind the Carlisle Bakery and the shops on Archer St. The proposed parking for this development is far from satisfactory and if approved as is will only add to the current congestion, and will further impact access and egress issues in the already busy and densely populated Raleigh St cul de sac roadway. The plans also stipulate overflow parking off of Bishopsgate St, which is incorrect and does not exist. I also question the impact fulness furthermore with reference to emergency services and police being able to access the residents to provide service and respond to incidents and accidents that may be life threatening or temperance to a requirement for quick intervention. I strongly object to this inadequate parking proposal, along with the access and egress from Raleigh St and Bishopsgate St.</p> <p>Simply, entry and exit points to the development can be from Roberts Rd with a lesser impact.</p>

69.	Object	Living in the cul de sac end of Raleigh St already has it's street parking challenges, not only from residents and visitors parking but from a business perspective with the limited parking for the Carlisle Bakery and Ameci Mia Restaurant. Certain times of the day have its challenges of access and egress and I have often seen larger trucks and delivery vehicles who are unable to pass with cars on both sides of the road and also vehicles blocking the laneway behind the Carlisle Bakery and the shops on Archer St. The proposed parking for this development is far from satisfactory and if approved as is will only add to the current congestion, and access and egress issues in the already busy and densely populated Raleigh St cul de sac roadway. I strongly object to this inadequate parking proposal, along with the access and egress from Raleigh St and Bishopsgate, surely the entry and exit points to the development can be from Roberts Rd.
70.	Support	I support the proposal as we need more public housing in the community. I support retaining the trees. I am a little concerned by the reduced parking. We cannot assume that some residents will not have a car. If they all have cars some would need to use the parking across the road, this does present safety issues if they have to cross the street and late at night may be an issue. I hope this will be considered in the discussions. And how do the residents ultimately decide who gets priority to the bays on site? Please make sure this is considered and resolved.
71.	Neither Support or Object	Support the idea of social housing but feel the concept is too big eg it could be 2 stories rather than 3.
72.	Support	I support the creation of fresh, eco friendly community housing here, and fully support the retention of trees.
73.	Object	This is a busy areawith traffic issue in the morning already. Cars are queuing on weekdays. Another multi storey building with potential hundreds of residents will make it worse.
74.	Object	<ul style="list-style-type: none"> - Increased crime rate in the local area (historical data when high density state housing is introduced - WA govt moved away from this model as a result and spread out public housing in suburban areas for this very reason) - Increased drug use and anti-social behaviour (historical data when high density public housing is introduced, as above) - Insufficient parking leading to even greater congestion on residential streets - already a severe lack of parking in the area for the use of Koolbardi park, the dog park and Lathlain Kindy (only on road verge parking). - The proposal and plans repetitively indicate additional public parking available in Koolbardi park as overflow parking - as quoted "There is a large free public car parking area adjacent to Koolbardi Park, immediately opposite the development site with access directly in front of the development site" This does not exist and has not since the park was re-developed several years ago. The submission is dated 23/5/24 and shows the existing carpark from the bowling club. But they can get nice photos of the tennis courts and upgraded park post development for their application but conveniently fail to show the parking doesn't exist? See attached image.... google maps can get it right... - 42 bedrooms (or 24 separate apartments) with only 15 car bays being proposed - totally inadequate. There will be an absolute minimum of 24 cars for residents alone, plus guests. Being "single parents" there will be plenty of overnight visitors (tinder dates?) and ex's wanting to visit their children - 2 guest car parks is highly insufficient for this type of housing / tenants. - Who is going to fund / look after the shared amenities - communal BBQ, vegetable gardens, and playground? The residents are not going to maintain the facilities and this will represent a continued and ongoing drain on taxpayer funding. - "After consultation with the Community Housing Provider who will manage the property and the tenants, the dwellings are designed to

		<p>accommodate single parents with young children and single older women" - So we can presume once the single parents meet someone (ie no longer single) they are forced to vacate? Or once the young children get older (usually happens as years pass) - they will also be forced to vacate? I also assume the single older women are not allowed to have partners? What a load of crap!</p> <p>- What will draw more domestic violence, drugs and anti-social behavior than sticking 18 'single parents" with young kids in one building together? This would have to be one of the most moronic ideas I have heard. Will be plenty of disgruntled ex's and new partners visiting...</p> <p>- All of the parking and bins are along the adjacent properties houses / 'back fence' - will be highly disruptive with cars coming and going all hours of the night with doors closing and bin lids being slammed right next to their houses. Parking should be on the opposite side of the building and away from neighbours (or underground) to limit disturbance to existing residents. Bin storage should be somewhere towards the miller street edge of the property for the same reason.</p> <p>-Would the construction of 6 or more 'normal' houses as per adjacent properties not be more beneficial and less disruptive to the neighbourhood while still providing 18+ rooms and ample parking for residents? These large unit complex's fail to be maintained correctly and almost always end up being an eye-sore in the years to come as re-development becomes near impossible.</p> <p>[IMAGE ATTACHED TO SUBMISSION]</p>
75.	Object	Parking on Raleigh Street is very limited. There is no parking area on Bishopsgate Street as the proposal claims. The local parks place pressure on the limited available street parking. Additional congestion encourages illegal parking and poses a grave safety risk to pedestrians. The proposal to not comply with the minimum parking requirements is untenable.
76.	Object	Such a ridiculous proposal to have this many units without appropriate parking. What's the eco rating for the building? Not enough is being done to keep ALL the existing trees in this space.
77.	Object	Our community is already under attack from people from community housing. It is a fact that most of the unsocial behaviour comes from these community housing establishments and the people running these housings are powerless to do anything, generally at most inflict these unsocial people onto some other community. To flood our community with such a large number of uncontrolled people would be ridiculous. Making money here is selling your soul. What we need is as much open space as we can keep as it has been eroded for far too long.
78.	Object	I dont believe the destruction of parkland for a multi storey apartment block is what the suburb needs. It will become an eye sore being so close to lathlain oval, and ruin the street appeal of the area.
79.	Object	I unreservedly and with great enthusiasm and appreciation support this proposal as well as the ongoing efforts to accommodate the My Homes project within Vic Park.
80.	Object	It is a public open space in the quiet neighbourhood, with people walking with baby strollers and dogs. We don't want it to be congested small apartments.
81.	Object	I like the idea of new housing stock in our suburb but this location makes our tree lined suburb feel much more city like. Miller Street will feel very congested. When I first saw the proposal I sent in a positive review because I didn't read the proposal in it's entirety and didn't realise that it was on the Miller Street reserve. As well as the trees and open space has any study been done about the flight path of the black cockatoos in our suburbs?

82.	Object	<p>I'm writing in regard to the proposed development of a three story Building at 6 Raleigh Street and 45 Bishopgate Street, Carlisle. We are very concerned about the proposed application especially in relation to the parking. As there is no street parking available on Bishopgate Street, this will mean all vehicles not assigned to a carbay at the apartments will park in Raleigh Street.</p> <p>Raleigh Street is already very congested with vehicles that park out on the street and with the increased volume of cars parking on the street will make this extremely difficult travelling up and down the street, already you often have to wait for cars travelling in the other direction, adding more vehicles is just going to increase this. This will also make reversing out of our driveways onto the road unsafe as sometimes you can't see around the vehicles to safely reverse out. Also, with an increase we will be constantly disturbed by cars being parked out the front of our properties with car doors being closed at night, Car alarms being set, people talking loudly and extra foot traffic. My parents chose this street as it was in a cul-de-sac and quieter than a normal through road. I would also encourage extra lighting to be put into the cul-de-sac as it is extremely dark at night-time.</p> <p>I understand that this proposed complex will be for women and while I encourage this rather than young individuals, I would like to know what guarantees we have that this will remain just for women? We already live with a lot of anti-social behavior coming from the housing properties in the cul-de-sac (mostly 9C and 14 B&C), This disruptive behavior has come more from the family and friends visiting these places rather than the tenants themselves and while I know that housing do what they can to stem this behavior once these people are housed it is very difficult to remove them and in the meantime we have to live with this 24/7.</p> <p>I will be very sorry to see this park go as I walk our dog up there every afternoon, I love to see the bird life that have made this park their home and love every season when the chicks have been born and learning about life. I understand that some trees will remain but will be sad to see the others go. I know a lot of people also use that park bench to sit and take it all in. I hope you take all our concerns on board when making your decision.</p> <p>Best regards, [NAME & INFORMATION REDACTED]</p>
83.	Object	<p>There is already too many cars parked on the street on Bishopgate st, which make it a road hazard as it effectively condenses two lanes into one. This proposal will exacerbate this hazard. The area already has some problems with antisocial behavior and this will increase it if the wrong type of people</p>
84.	Support	<p>More housing in a housing crisis, great. Would be good to get even more density in here given we have a new higher capacity train line being made.</p>
85.	Support	<p>The more appartments the better.</p>
86.	Object	<p>What is the point of the design code if it can be severely not followed as per the proposal. Robert's is a major arterial road for local residents to access the town I feel it will be more risky driving to the town That intersection is already accident prone and adding a lot of on street/verge cars will only make it worse.</p>
87.	Object	<p>The traffic slowdown on Archer street with the bike lanes and hub leads to Roberts being more of an arterial road for going to Victoria Park from Lathlain and Carlisle cars will congregate on the verges and along the street causing additional chaos for existing residents. Surely it needs to at least be one bay per apartment and visitor bays. Given the demographic i feel they wouldn't pay the fines even with traffic management. There is</p>

		already plenty of accidents on that intersection and I am worried about that.
88.	Object	Already a lot of community housing in Carlisle
89.	Object	Not sufficient parking and limited st parking will cause congestion on the st. This is a major intersection too and will bring more congestion.
90.	Object	I think this is a huge over development. Losing the green open space will be a huge loss to the suburb. The lack of regard for parking in a suburb where there is already a huge number of residents parking on the street is a huge oversight. I use the physio at the mineral resources park and if there is an event, even during the week we are unable to park. Ive seen elderly patients be forces to walk up to 500m to get to their appointment. Attempting to use these bays for residential parking is a poor decision and will result in an area like the Springs development in Rivervale. It made it such a terrible place to live that we left and bought in Lathlain to get away from the overcrowding.
91.	Object	We don't need an eyesore 3 storey complex in a cramped space, stop removing our treens and green spaces and public areas, why not renovate the area to be more welcoming to the public, more greenery, work out equipment, walking paths etc. It could be a hub for community events within walking distance of buses and trains and with the mineral resources carpark to host those who drive by car Food festivals, markets etc could all be hosted on that lot there is so many things to consider before resorting to housing, there is 2 schools and playgrounds within walking distance, the community already feels unsafe as is!
92.	Support	I strongly support this proposal. This area suffers from an acute lack of rental housing and this development is a step in the right direction. I regularly commute in this area as my wife works at EVP primary. It would benefit the school community and the surrounding area.
93.	Object	Lack of parking and reducing green/park space
94.	Object	Concerned about the high level of social housing in the area and the existing social issues. Spread it out more so there is quite so much in the area.
95.	Object	I believe the area would no t benefit from high density housing. I believe the limited number of carparks would result in tenants parking on surrounding streets, negatively impacting those local residents.
96.	Object	No comment
97.	Object	<u>Development Application No 5.2024.93.1 Comments</u> Unfortunately, the Town will lose more Public Open Space, but WAPC instructed the Town to rezone this land "6 Raleigh Street and 45 Bishopsgate Street, Carlisle" to R60. The WAPC consultants have submitted a Development Application for 24 Apartments to be built on combine site of 6 Raleigh Street and 45 Bishopsgate Street Carlisle (2 lots) to the Town of Victoria Park for approval. However, the application does not comply with the parking requirements of the Residential Design Codes; Volume 1, C2.3.1. whereby 24 resident's and 6 additional visitors parking bays are required. The proposal submission only includes a total of 17 parking bays, a shortfall of 13 bays.

	<p>The problems are:</p> <p>1) Parking</p> <ul style="list-style-type: none"> • How will the bays be allocated to the tenants? • Will the tenants have a permanent allocated bay, or will they be free use by any tenants, if they are vacant? • What happens if the tenants in the two bedroom units have more than one vehicle? • Will one UA bay be sufficient for the tenants and visitors based on the type of proposed tenants. • There is no available street or public parking around the proposed development, except for Raleigh Street. The Consultant's submission shows that there is an entrance to Public Car Parking at Koolbardi Park (Site Plan A1.01). There is no public parking, this gate is for the Town of Victoria maintenance staff to access Koolbardi Park. The consultant's DEVELOPMENT APPROVAL APPLICATION submission also states on page 6 of 32 "Amenities and Infrastructure" – "<i>There is a large free public car parking area adjacent to Koolbardi Park, immediately opposite the development site with access directly in front of the development site</i>". Unfortunately, this car parking has been changed by the West Coast Eagles to be fully permitted (yellow) parking only. Their employees fully utilise it Monday to Friday for parking. It also includes 4 visitors bays, but these are only for WCE business and are restricted to a maximum of 90 minutes. On Saturday and Sundays, if there is AFL, AFLW, WAFL games or a special function, then the WCE employ security personnel to allow special guests to park in this parking lot. Therefore there is no available parking outside of the Proposed Housing Development Lot, other than roadside outside existing Raleigh St residences excluding the cul de sac turning half circle. <p>2) Traffic Management</p> <ul style="list-style-type: none"> • The Consultant's submission does not include any traffic management considerations. The following needs to be considered as it probably will impact the traffic around the Proposal. The Bishopsgate Street/Roberts Road roundabout was a "Black Spot" and its design was funded and reconfigured in an attempt to reduce number of traffic accidents. The roundabout still has many and varying extents of damage from the accidents, although it appears as though they are less severe. I walk past this roundabout on a daily basis and notice where the kerbs, Armco railing or trees in the Development lot have been hit, cars have run across the roundabout centre or across the footpath where they have cut the corner. There is also glass and vehicle trim next to the kerb and footpath from minor collisions. There is also regular blowing of the vehicle horns because other vehicles have failed to 'give way to right' or vehicles in the roundabout. A Traffic Management Plan needs to be included in their submission. • At both morning and afternoon peak traffic periods, the traffic is regularly banked up along Millers Street from Shepperton Road lights back to the Bishopsgate St/Roberts Rd roundabout. • There is no consideration in their submission of the effects on normal traffic flow, as vehicles entering the Bishopsgate carpark. The cross-over is very close to roundabout intersection. The vehicle entering the carpark will be across the footpath and probably protruding onto Bishopsgate St whilst the motion sensor gate is opening to allow entry. The cars turning right into this carpark could potentially cause the roundabout to be clogged whilst the vehicle is waiting for clearance to turn across other vehicles travelling in the opposite direction along
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		<p>Bishopsgate Street.</p> <ul style="list-style-type: none"> There is no consideration in their submission of the effects on having vehicles parked on both sides of Raleigh Street for vehicles travelling along Raleigh Street. The short fall in parking will add to the problems currently occurring at the Archer St end of Raleigh Street due to the parking for shops. There are residents who have installed barriers so their driveway cross-overs can not be used for turning around (or stop patrons parking in their driveways). <p>3) <u>Vision Restrictions</u></p> <ul style="list-style-type: none"> The Consultant's submission does not include any comments or considerations on the vision restrictions due to set-backs, vegetation and building design to the drivers travelling east from Miller Crossing and north along Bishopsgate towards the roundabout. Will this lead to accidents because the driver's vision being restricted and hence failing to give way to the vehicles as required. <p><u>Conclusion</u></p> <p>In conclusion, the reason for the objection is the short fall in the parking bay proposed and the affects it will have on the existing Raleigh St residents, the likely traffic flow restrictions and no other available parking around the proposed development, as discussion in my comments.</p>
98.	Object	THE AMOUNT OF CRIME AND ANTISOCIAL BEHAVIOR ALREADY NOT BEING ADDRESSED IN THE AREA IS ATROCIOUS. THERE NEEDS TO BE MORE POLICE AND MONITORING IN THE AREA, AS IT ALREADY FEELS UNSAFE TO BE OUTSIDE AT NIGHT. THIS WILL INCREASE ANTISOCIAL BEHAVIORS IN THE ARE AND WILL NEGATIVELY AFFECT THE CURRENT OCCUPANTS OF THE AREA. ALSO, DESTROYING A PARK IN THE AREA AND MANY LARGE OLD TREES IS PATHETIC. TERRIBLE IDEA AND I OPPOSE IT.
99.	Object	There isn't the parking space. Bishopsgate street already has issues with cars and traffic flow. I believe it will also add to crime within the area which is already high.
100.	Support	I believe we should be encouraging development of social housing everywhere, and encourage higher density housing than we have been.
101.	Object	-
102.	Support	We need to support well designed social housing. My hope is that they all achieve a higher level of thermal efficiency than the NCC minimum
103.	Support	<p>The proposal adds much needed housing to the area and will create positive vibrancy and progress to the suburb.</p> <p>The only consideration needed is the potential parking and traffic issue - the likely impact will be additional cars parked on both Raleigh and Bishopgate Streets (despite Bishopgate having no verge parking).</p> <p>The existing traffic issue at Bishopgate/Roberts is extremely unsafe during peak hour for pedestrians. To improve the interfacing of this scale of development, traffic lights would need to be installed to the roundabout to encourage pedestrians and cyclists to access Vic Park station.</p>

		If this is not viable, the developer should provide additional car bays or reduce the number of units to 18-20.
104.	Support	Please keep all the trees and even plant a few more.
105.	Object	The car parking is inadequate for the proposed amount of units. The public car park the planner has suggested for use as extra parking does not exist (now Koolbardi Park). All roads surrounding the development already have traffic issues and are overwhelmed with street parking by current households and park users.
106.	Object	The car parking is completely inadequate. All roads surrounding the development are already full with cars parked on the roads. The public carpark the planner has suggested for use as extra parking does not exist. It is unrealistic to include bike bays. If this accommodation is for single mothers, they won't be using motorbikes with children on the back seat. Why are we unable to comment on the entire proposal? I have comments other than the inadequate poorly thought out car parking.
107.	Object	Need to keep more of our green spaces, amenities and parks for kids/animals to play in.
108.	Support	-
109.	Support	-
110.	Object	Proposed parking will not be adequate and will create congestion and traffic issues including potential accidents when people park on the street. Can a Victoria Park needs more open landspace so I do not support the loss of trees and loss of public space.
111.	Object	Proposed parking will not be adequate and will create congestion and traffic issues including potential accidents when people park on the street. Can a Victoria Park needs more open landspace so I do not support the loss of trees and loss of public space.
112.	Object	With the amount of government housing and the problems it is causing in the area of anti social behaviour and crime, you suggest we add to the problem
113.	Object	Insufficient parking and with potential visitors for tenant, it is will create hazard to nearby residents. Ongoing management with this sudden increase of tenans and council must prepared to increase council support in order to maintain quality support to all local residents.
114.	Object	Do NOT agree with the proposed plan.
115.	Object	Removing trees goes against the TOCP's urban forestation plan. Having this sort of housing will increase rates of crime and reduce property values
116.	Object	Living close already to social housing the behaviour of the residents are a major concern, I fear that it will increase the issues already experienced in our suburb

117.	Object	-
118.	Support	While I think this is a great proposal and should be support, I can see why the parking may be insufficient. Unless there is a clear reason and consideration given why there is so little parking at the property, it may be worth requesting the available parking be increased
119.	Object	Influx of people into an area which is already way too difficult to find parking
120.	Support	Really happy to see this apartment style social housing project being built, especially on the rezoned Miller's Crossing lots. Such a good use of this, in addition to the reserves adjacent to the train line. It's in a great location for schools, parks and transport, especially to support women and children. Given the green corridor with adjacent lots that are known habitat for carnaby cockatoos, I hope the soft landscaping will be designed to continue it through. Love this style of social housing as opposed to the many villas on Carlisle that are for this purpose (we are next door to some). These villas reduce the greenspace we have in Carlisle and raise the temperature. This style allows for more housing with more greenspace. I'm happy with the amount of parking and think its in line with parking use for this style of development, after some research into the operators of this project, and social housing in general.
121.	Object	There are already community housing in Carlisle area and we don't want any more. The crime rate is very high in Carlisle,
122.	Object	Having lived here for 8 years, we've head a lot of issues with state housing on Raleigh street (numbers 7-12), which will only get worse. Plus the plan doesn't provide sufficient parking!! Raleigh street is a culdesac, which means it'll become a very busy dangerous street with potentially more than 50 new residents Moreover removing a park from the our street is doing harm do animals that live there, it'll take away nature from our pets and kids. Once a "quiet nice streets" will turn into a busy street with apartments. This is not what we need in Carlisle, we have enough issues, especially with state housing, that keeps getting ignored by the council!!
123.	Support	Visitor parking would be an issue. There is limited parking at Tom Wright reserve as it is and this is where visitors to the apartment would park. We visit this park, and there is limited parking as it is. Otherwise I think it's great to support people in need of housing. I only see occasional people walking their dogs in this area, so great use of the space.
124.	Object	-
125.	Object	This development will severely cripple the already busy traffic flow at the intersection of Roberts road and Bishopsgate street. At peak hour traffic times, vehicles are blocked up from the intersection at Shepparton Road, back over the rail overpass , down to the roundabout at this very intersection. Vehicles requiring access to the site either via Bishopsgate or Raleigh is not a viable solution. As by virtue of the geographical position of the site, tenants & their visitors will inevitably attempt to stop on either the main arterials being Robert's rd or Bishopsgate st. causing a traffic hazard. Apart from the unfavourable position of the development site, being located on the corner of two primary & busy roads, (Raleigh being a cul de sac not counted) The sheer number (24) of the proposed apartments is detrimental to both traffic congestion & living standards in the area. I appreciate the critical need for housing, particularly in the current economic climate. However not to the detriment of existing suburbia. Perhaps a similar development proposal with less apartments at this particular site would be a more suitable alternative. Sincerely, Concerned Resident

126.	Object	There has been a lot of issues around the existing social housing with some residents from the social housing and we moved where we are to be away from social housing and the issues and have a really lovely area. The parkland that is there at the moment is also lovely and would be great to be retained. The lack of onsite parking would also cause problems with only 15 spaces for 24 units, if every unit has 1 car thats a lot of extra cars parked on the road which causes issues.
127.	Support	I approve this development
128.	Object	Not enough parking should be a minimum of 1 bay per unit plus 6 visitors bays
129.	Object	Social housing leads to lower house values and increased crime. It might start off as single mothers but they'll attract new partners over time and then there will be parking issues and crime. NO WAY. Put a water park in for the kids to use during summer - that will attract the right people we want in our town.
130.	Support	-
131.	Support	--
132.	Object	This area is already very congested with traffic problems due to it being used as thoroughfare and the public amenities, shops and parks etc in the area are already not adequate. This type of development would only make it worse considering the limited parking options provided in the proposal.
133.	Object	The current parking provision is far short of what will be required to keep all cars parked on the property. The overflow will lead to excessive street parking and as there is no street parking on Bishopsgate, Raleigh street will will become congested and unsightly.
134.	Support	I frequent Koolbardi park regularly, via car. I strongly support the proposal. I am not concerned about car bay ratio as I am aware many applicants in dire need of social and affordable housing do not own a vehicle of their own.
135.	Support	I will feel proud to live in a diverse and inclusive community.
136.	Object	We should not be taking away what small areas of grass and greenery we have to maintain our community. There also is inadequate parking in the plans and also being on such a busy space on a main road, Roundtable, Eagle training grounds traffic would be a nightmare. There also aren't enough amenities around (food shopping etc) and with the train line closed the next few years and the congestion crossing the bridge to get to Shepparton road is already so bad.
137.	Object	Terrible idea. We want more open space and family friendly areas, not higher density housing.
138.	Object	Dept of communities cannot control their tenants already in the area. We are sick and tired of all the crime that neither the dept of communities nor the town of vic park are doing anything to control. This will just exacerbate this.

139.	Support	I support social and affordable housing as a way of ensuring people of all backgrounds can afford to live in our Town and we address homelessness before it becomes a bigger problem
140.	Object	Lots of state housing in the area increase the crime rates. We pay unreasonably higher rates in town of Victoria Park, but no actions have been taken to address crime and also building up traffic. Please consider to relocate this project somewhere else.
141.	Object	I believe that development of state housing will increase the traffic and crime on the area. This come from experience having state housing near my house. There are so many mail dumping, throwing bottle to our property and a lot of arguing and yelling to each other. There are so many occasions that police attendance required. So basically I will object the development.
142.	Object	I do t think this is a big enough area or a suitable location to build any type of apartment block. I also don't want a lower demographic being housed there as that will bring substance abuse, violence and crime to the area.
143.	Object	-
144.	Object	Parking around mineral resources park is tight at the best of times, especially when there are events on there or events at Optus stadium. 24 apartments need a minimum 24 spaces + visitors. A couple sharing a 1 bed apartment with 1 car each could take up 2/15 spaces, this is massively inadequate and they should be forced to add a basement carpark or similar to accomodate more parking spaces.
145.	Object	Not enough parking would result in more cars being parked on our streets, and issue already seen in other parts of the neighbourhood. I don't support this without adequate parking for the residents.
146.	Object	There's enough issues around the other social housing including breakin disruption and needles around the place. Occasionally I found empty injection needles in my front lawn, with the proposal, I can foresee more of that happening
147.	Support	Good to see more high density living and social housing
148.	Support	It will improve our community by offering affordable housing that is in dire need. The very close proximity to the train line will offset the reduced parking, and reduce the car dependence often faced by people on low incomes who need to live in more affordable areas that are insufficiently serviced by public transport. In addition, the developer should be encouraged to offer security for active transport, such as secure bike cages, since the property is also very close to the Armadale Line PSP.
149.	Object	I really enjoy that area of grass. It's a quiet place I take my dog when the parks are crowded.
150.	Support	This is a wonderful development that I'm proud to see in my local area- the team behind the work have demonstrated the positive impact of similar sites in other areas and i'm excited for the vibrancy and quality that this will bring to our community.
151.	Object	The roundabout located at this area is already jammed during peak hours and there is always several near accidents here due to it. Having cars come

		in and out into the traffic will only make this worse. The car parking is inadequate which will lead people to park illegally on the surrounding verges and Koolbardi park, which is a family friendly space. Koolbardi park already has inadequate parking which results in people parking illegally on Planet Street and Bishopsgate. This has recently resulted in several fines. The Town of VP should be encouraging green spaces to remain instead of encouraging the development of every open space, especially near a busy road and intersection. The aspect of social housing may also have a significant impact on the house prices in the area, which are sought after.
152.	Support	I strongly support this tasteful, forward looking proposal for housing in the Town of Vic Park. Great to see that spaces close to amenity and public transport linkages are being constructed with higher density. The parking decrease seems appropriate for the location as we encourage more public transport access. Housing is so desperately needed at this time, and it's these developments, when well thought out and managed, that will help in our housing crisis.
153.	Object	Social housing no doubt at a subsidised rent significantly lower than what an average person has to pay to live in the area. What will the criteria be for tenants? I have lived in the area for just over 12 months and twice been a victim of crime.
154.	Support	Parking needs to be addressed along Bishopsgate and Raleigh otherwise excess cars will park along the already narrow streets. Suggest with no parking areas along the street, or you need to increase on site parking. It's already dangerous driving down these streets with so many cars parking.
155.	Object	The housing is needed but adequate parking is essential. With no street parking on Bishopsgate, Raleigh will be forced to take all the overflow of vehicles. This will block/impact Raleigh residents and traffic flow, traffic flow around the Raleigh/Archer Street shops and possibly encourage illegal parking on bishopsgate near a round-a-bout that already results in accidents fairly frequently. The housing units are needed but west Australians still use cars and require parking. I can only assume that support services will also be visitors to the site and need parking also.
156.	Object	-
157.	Object	-
158.	Object	I feel this would bring unwanted unruly behaviour to the area. I have children and our balcony directly over look the proposed area to build. We have housing commission units in our complex and we have a lot of unwanted attention already currently in this block. Between drunken behaviour, loud music and constant police visits..
159.	Object	I think the existing park across from the proposed project is a lovely amenity heavily used by the Carlisle and Lathlain community. Having social housing across the road from a park may attract the wrong crowd, and our beloved park will become a hot spot for unsocial behaviour that will deter the community from feeling safe to use it. Furthermore, Bishopsgate and Miller Street are single lane road it is not suitable for driveway- it gets congested enough as it is. All for social housing but this is not a right spot for it. I suggest creating a larger dog park instead of the existing two small enclosures would be much more welcomed by the community.
160.	Object	We can't lose any more green space in Carlisle / Lathlain also you have just put in 12 state housing across the road from us and we believe there is ample amount in Carlisle please build it in Lathlain or Victoria Park

161.	Object	Too large for site and will negatively impact the surrounding areas/ road congestion. Considering the city's environmental stance green space should be protected! Too many trees will be cut down.
162.	Object	Cul-de-sac is already over run with cars, 24 extra dwellings will make it unbearable. Losing extremely valuable parkland. Making walking through the end of the cul-de-sac dangerous. Don't de-value our homes with this huge public housing project.
163.	Object	Social housing often threatens surrounding area.
164.	Object	Loss of open space, insufficient parking in an area already suffering from street parking issues.
165.	Object	Insufficient parking to support the number of likely vehicles in the complex. The area is already crowded with on street parking of residents. Adding to the issue will only increase the difficulties of finding parking, and driving safely through the area.
166.	Object	I am writing to express my concerns about both the proposed structural dimensions of this application and the shortfall of parking in the current design for the residents of the complex when built. At the very least this project should be either reduced in size to comply with the available parking facilities on site or made to add more car spaces on site to satisfy the vehicle parking requirements for the number of proposed units. The suggestion that these occupants will not have vehicles and will therefore not need car spaces on site seems extraordinarily naive. This development should not and cannot be allowed to use public car bays provided for the local community for their parking requirement's. There are eighteen 2 bedroom units and six 1 bedroom units. If all the occupants do have a car that would require 42 parking bays. Even if a reduction of 50% of vehicles is made that would still be 24 parking spaces needed on site. The development should not be allowed to use public car bays for their parking requirement's. The developers and subsequent caretakers' of this project will not be able to monitor or discriminate against the future residents who may or may not have a vehicle and cannot presume the car bays will not be needed. Also I would like a response as to the housing communities position on the levels of concentration in any location for social housing as there are a number of social housing villas already in the Raleigh Street pocket directly behind this housing project and also directly opposite on Roberts Road?
167.	Object	We need to keep as much open space/parkland as possible before there is none remaining at all. This will also be an absolute eyesore compared to the rest of the neighbourhood, not to mention bringing in lowlives and delinquents...and nothing will convince me it won't. Lathlain is a quiet suburb and Carlisle is slowly improving. People do not want to see these suburbs become the next Armadale!
168.	Object	We, [NAME REDACTED] residents of Carlisle, are writing to formally oppose the proposed development application 5.2024.93.1 for a three-storey building containing 24 multiple dwellings at 6 Raleigh Street and 45 Bishopsgate Street, Carlisle. We have significant concerns regarding the impact of this development on the local community, which we will outline below. Car Parking The proposed development includes 15 car spaces for residents and 2 visitor car spaces, falling significantly short of the minimum requirements outlined in the State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes Volume 1), Clause 5.3.3, which mandates 24 car spaces for residents (one per apartment) and 6 visitor spaces (one per four dwellings). This deficiency of 13 car spaces is substantial and poses several issues: 1. Increased On-Street Parking: The shortfall in on-site parking will inevitably lead to an increase in on-street parking demand. The surrounding

streets, particularly Raleigh Street and Bishopsgate Street, already experience congestion, and additional vehicles will exacerbate this issue, causing inconvenience to existing residents and potentially hindering emergency vehicle access.

2. Traffic and Safety Concerns: The influx of vehicles seeking parking spaces will contribute to traffic congestion in the area, increasing the risk of accidents and posing a danger to pedestrians, especially children and elderly residents.

3. Residential Amenity: The lack of adequate parking will negatively affect the residential amenity of the area. Residents may find it challenging to find parking near their homes, leading to frustration and potential conflicts among neighbors. This situation is contrary to the objectives of orderly and proper planning, which seeks to preserve the quality of life for residents.

Community and Environmental Impact

The proposed development contradicts the objectives set out in the Carlisle Place Plan (Volume 5), which emphasizes maintaining and enhancing the character and livability of the Carlisle area. Key points from the Carlisle Place Plan include:

1. Residential Character: Carlisle is primarily a low-density residential area with a strong-knit community. The introduction of a high-density, three-storey building is out of character with the existing neighborhood and will significantly alter the streetscape.

2. Green Space and Biodiversity: The Carlisle Place Plan highlights the importance of green spaces and the potential for quality green infrastructure and biodiversity. The proposed development, despite retaining 12 trees, does not sufficiently contribute to these goals. Moreover, the area already faces a shortage of public open spaces, as indicated by the Public Open Space Strategy (2019).

3. 'Greening' and Canopy Coverage: The Town's focus on 'greening' and increasing canopy coverage is evident through various actions, including streetscape improvement plans, micro parks, and the removal of overhead powerlines. The proposed development does not align with these initiatives and may hinder efforts to enhance the 'urban forest' and overall green infrastructure in Carlisle.

Infrastructure and Urban Planning

The ongoing METRONET projects, including the removal of level crossings and the redevelopment of Carlisle Station, aim to improve connectivity, safety, and amenity in the area. However, the proposed development fails to integrate with these long-term urban planning goals. The Carlisle Place Plan calls for detailed station precinct plans and streetscape improvements to support the evolving needs of the community. A high-density development, as proposed, may disrupt these plans and undermine the holistic growth strategy for Carlisle.

Existing Social Housing

It is important to note that the Department of Communities, which works in partnership with the private, government, and not-for-profit sectors to deliver social housing across Perth and in regional and remote WA, already has homes within the immediate vicinity. The introduction of additional social housing units, especially at such a high density, may not be necessary and could lead to an over-concentration of social housing in this particular area. This could strain local resources and services, impacting the existing community's well-being and cohesion.

Conclusion

In light of the above concerns, we strongly oppose the approval of this development application in its current form. The significant shortfall in car parking, the inappropriate scale and density of the development, and the potential negative impact on the local community's character, amenity, and environmental goals make this proposal unsuitable for the Carlisle area. Additionally, the 2 existing presence of social housing within the street

		<p>further undermines the necessity for this development. We urge the Town of Victoria Park to reject this application to preserve the quality of life and the character of our community. We trust that the Town will carefully consider these objections and act in the best interest of the Carlisle community. Yours sincerely,</p> <p>[NAME REDACTED]</p>
169.	Object	<p>It's ridiculous, small road with no parking, there is already so many government housing around here and a few of them have no respect for the community, why must you fill every price of land in the area, the park on Rutland is already having trouble, I've been in this area for over 23 years and it's getting worse and you want to stick more department of housing here</p>
170.	Object	<p>As population density increases through the development of existing housing, it is thoroughly important to retain public open space no matter its size or convenience.</p>
171.	Support	<p>This is an excellent proposal for much needed housing. In my opinion, the project could be more ambitious, with up to 6 storeys, but this is good enough. I agree with the recommendations for fewer car parking spots. This will encourage residents to use the trains, which are very close. I strongly agree with the plan and I think we need lots more of this in the Town of Victoria Park.</p>
172.	Object	<p>I do not support the current parking provisions which is insufficient in consideration of the number of apartments and the number of vehicles that could arise out of or in connection with the residents, visitors and alike of the new proposed apartment block to be built on a busy road with limited parking space will cause significant overspill to other nearby areas for parking, increasing a risk of traffic accidents on an already busy road of Miller Street.</p> <p>Further any available parking space for use by locals for nearby parks and facilities such as Koolbardi Park - Tennis Court, Dog Park, Lathlain Skate Park, Sunbury Park, etc will likely be taken up by the residents/visitors of the new proposed apartment block and as such, these parking spaces will not be utilised for the intended purposes and put undue pressure on the park users to find parking elsewhere.</p> <p>Another issue that may arise is the risk of break-ins and theft to the vehicles overspilled from the new apartment block parking in other areas for longer duration in particular during night time hence increasing risk of crimes and compromising security of Carlisle and adjacent suburbs such as Lathlain.</p> <p>Accordingly, a minimum 24 car spaces for residents (or 1 car space per apartment) and 6 visitor spaces, as outlined in the Residential Design Codes; Volume 1, C2.3.1 should remain as the minimum requirements and should not be compromised in any way.</p>
173.	Object	<p>The Development Application cannot be supported given it is factually incorrect. It references a carpark across the road on Bishopsgate street to be used for overflow parking that does not exist. This is a significant oversight from the applicant and shows they have not done sufficient due diligence or have any consideration for the local are where they are building. A simple google map search or visit would have shown them this.</p> <p>I would be interested to know where the "overflow" parking is going to be, given the already terrible parking situation around Min Res Park and Lathlain Place on weekdays let alone weekends and event days. The West Coast Eagles and Perth Football club should be notified of this proposal and</p>

		<p>provided with the opportunity to comment.</p> <p>A new development MUST be required to provide at a MINIMUM one car bay per apartment within the development. I have experienced other developments where even one bay has not been sufficient and has resulted in significant parking issues in surrounding streets let alone not even one bay per apartment as is proposed here.</p> <p>The application gives the impression that due to its nature as social housing the residents won't have cars. Given some residents are likely currently living in their cars I doubt this is the case. For others the provision of housing should be empowering and then lead to car ownership so I don't think they will likely remain without a car for long. Visitor parking also needs more consideration.</p> <p>In terms of the bulk and scale of the development I do not believe it fits in the overall area of Lathlain and Carlisle. Many residents, particularly women have concerns about safety given it is to be used for social housing. It will also take over existing public open space and remove several trees. The new development does not include any new public open space to compensate for this loss.</p> <p>The intersection where the development is proposed regularly has traffic crashes and incidents and this will only worsen with traffic exiting from the apartment complex and a loss of sight lines.</p> <p>I would also like to note that this advertisement for comment from the community only invites comments in relation to parking. Therefore many people are under the impression that a wider range of feedback on the development in general cannot be given. This is disappointing and is not sufficient consultation.</p>
174.	Object	<p>This submission to decrease the tenant car parking of the development, and disregard State Planning R Codes, has false and misleading statements, information and incorrect development plan drawings of parking infrastructure that does not exist at today's current date.</p> <p>This submission has made false statements to justify disregarding State R Codes, pertaining to public carparking opposite the development location that does not exist anymore.</p> <p>The Lathlain/Carlisle Bowling Club and its public carpark were demolished over 10 years ago. The second Public Carpark (That has been drawn into the development plan) was removed and demolished in 2019 to make way for Koolbardi Park.</p> <p>There is No Public Carpark near the proposed Development and no verge or street parking along Bishopsgate Street, Roberts Road, or Millar Street at all.</p> <p>It would be totally negligent of the council to approve this current development density, and not ensure safe adequate parking availability onsite to cater the number of Apartments proposed.</p> <p>The proposal is for community housing of single mothers with children and elderly women, nobody would want these potentially vulnerable people put to risk with inadequate parking facilities.</p> <p>I am against the development of this many apartments with 15 car bays. It is wrong and negligent.</p> <p>They say a picture is worth a thousand words, Victoria Park Council approved construction of Koolbardi Park without public carparking, attached is a photo of what residences must endure every summer weekend due to no integrity of common-sense ethics when considering these submissions.</p> <p>[IMAGE ATTACHED TO SUBMISSION]</p>

175.	Object	A further removal of green space and additional many more units mean increase to noise in what is already a high density space
176.	Object	More social housing and density is a great idea. However, such a project without adequate parking provided onsite is fundamentally flawed. Reliance on adjacent parking (across an extremely busy road) to make up for the shortfall in parking provided cannot be seen as a reasonable solution. If approved, this will lead to: safety issues with more pedestrians crossing a busy road after parking cars in the adjacent car park; more traffic congestion at an already busy intersection; and flow on impacts to parking in the local area caused by more cars needing to use the currently available public parking. The proposal to make up for the shortfall in parking provided also does not consider the viability of this solution during sporting events when the public parking relied upon by the proposed development will be in high demand. The significant shortfall in onsite parking provided by the proposed development and reliance on public parking is unreasonable and should not be supported.
177.	Neither Support or Object	Hi Laura, I absolutely support more affordable social housing to be built (actually work for the Department of Communities), am all for putting underutilised State owned land to good use, and the proposed development design principles look great. However I would prefer that social housing was spread out through the suburb more to avoid the 'ghetto' effect, unless there are specific reasons why it would be more beneficial for future tenants to live in this apartment complex - eg on-site support. I do understand that it may be more cost efficient to build a complex, however would still prefer for the developer to look at other options. Many thanks for providing this opportunity to comment.
178.	Object	Carlisle is such a busy suburb already. It'll only make it worse. The roads will be busier and the parking will be harder.
179.	Object	The 'overflow' car park does not exist anymore. Traffic at the roundabout would be bad. School intake - LPS and EVPPS (although not the intake school) both bursting at the seams. Keep the green space
180.	Neither Support or Object	There's nothing wrong with building more apartments near train stations, However, I am concerned about the state of the roads in the Carlisle area and the potential impact of increased traffic. The whole point of building more housing near train stations is so that people will use public transportation instead of cars. The best way to do that is to not build so many parking spaces.
181.	Object	If it is to be 3 stories with the amount of one and two bed units mentioned, there must be enough parking for the amount of occupants + visitor parking. Without there own parking they will be parking up the streets which is not fair on local residents.
182.	Object	I would like to object to the proposed development planned for 6 Raleigh and 45 Bishopsgate Street Carlisle. My concerns are as follows: - Lack of parking provided for the development, only 15 car spaces for a 24-apartment complex and only 2 visitor bays. This could result in illegal parking at a busy intersection, increased risk of accidents and competition for already scarce parking. - Increased traffic in the area. Robert's road is becoming increasingly busy, especially in the morning between 7 am and 09 am and also in the afternoon between 3.30 pm and 6 pm. It is a real issue to get over Millers Bridge as it is usually backed up with cars from Shepperton Rd to the Miller St & Bishopsgate St roundabout. The addition of 24 dwellings and the location of the proposed development will add to the traffic congestion. - Loss of public space. The proposed development location is at the moment a park that the community uses for dog walking and playing with kids. There are already limited green spaces in Lathlain and Carlisle, priority should be given to retaining remaining green spaces for the community to use for leisure activities. - Increased crime. I am concerned about the increased crime that results from high-density social housing. As a Lathlain resident for the past 20 years,

		<p>I have witnessed increasing incidents of break-ins into cars and homes, items like bikes being stolen from people's yards, and mail stolen from mailboxes. These occurrences are reported almost daily on the Lathlain Neighborhood Watch Facebook group. The presence of state housing will no doubt increase the crime rate in the suburbs of Lathlain and Carlisle.</p> <p>-Lack of amenities. There have been no adequate amenities provided to meet the needs of additional residents. For example, In the suburbs of Lathlain and Carlisle, there is no supermarket or deli available and we have to drive to Victoria Park Coles or Woolworths over the Millers Bridge to buy milk or bread. The presence of more dwellings will increase congestion of cars/uber delivery vehicles and Coles/Woolworths deliveries to make an already busy intersection even more congested.</p> <p>-Lastly, if the proposed construction takes place it will cause noise, fumes, and disruption to traffic caused by construction vehicles, and will likely take at least two years to complete. We are already affected by the railway works, and the Archer Street works to install bike paths as well as the proposed widening of Rutland Ave to include a bike path.</p> <p>I strongly object to this proposed development. I hope the council takes the community feedback into account when making their decision</p>
183.	Object	Increased street traffic/parking. Overflowing of small area
184.	Object	I live on a cul de sac and as a result, only local traffic come down our street and that is one of the things I love about living here. With this development, the tenants and their visitors are able to access the car park from Raleigh Street and Bishopsgate Street. But with the number of proposed car spaces to residents/units ratio, I believe that this will overflow onto the street I live on - noting that there is limited street parking on Bishopsgate St. Please reconsider in ensuring that there will be sufficient parking for all residents.
185.	Object	Loss of green space and trees (despite how many are claimed to be retained). High concentration of social housing residents. Traffic & parking in this area is already congested.
186.	Object	High risk area for traffic accidents. Not sufficient parking. Loss of public open space in a high occupancy area.
187.	Object	I support development in the area, including high rise living; however, I do not believe this is an appropriate site due to already heavy traffic in the area and minimal facilities to support such an influx of people. Has school intake been considered? Childcare? or commercial development? including an IGA or some sort of additional food establishments (other than the eye sore Kuzu Turkish Restaurant that looks like a junk yard). As a resident in the area, I would like to see community / commercial development in Carlisle rather than additional housing to support the locals needs who already live in the area before a housing project.
188.	Support	This will go towards housing the homeless. I don't think that the number of car bays is too relevant to the development.
189.	Object	I am concerned about competition for parking, additional traffic and loss of already limited public space in the area. I am also concerned about the risk of increased crime that coincides with dense social housing. The proposal increases local density without any improvement in access to basics such as nearby fresh food. I object the proposal.
190.	Object	-

191.	Object	We are concerned about competition for parking, additional traffic and loss of already limited public space in the area. We are also concerned about the risk of increased crime that coincides with dense social housing. The proposal increases local density without any recent improvement in access to basics such as nearby fresh food.
192.	Object	Three stories is too high, there is not enough parking so it will impact the people who live near the project, it is near a busy road and a lovely piece of parkland is set to be taken away.
193.	Object	There is not enough parking for such a building which will increase street parking with car break ins on the rise as it is. High rise apartment blocks not necessary in this neighbourhood without facilities such as supermarkets close by
194.	Object	Safety concern, not enough parking, no high density development for Lathlain, drop in real-estate prices .
195.	Object	We moved to this area to retire, now we are going to feel unsafe living near to a block units with people who are affected by drugs or alcohol or mental health issues. We will not be frequenting the local shops on Archer St as a result. The parking would also be an issue. This Bishopagate St proposal is central to all activities in the area eg restaurants and will devalue homes and community life. I am totally against this proposal.
196.	Object	Object purely on the parking. Parking should be allocated as per requirements for 24 resident and 6 visitor bays. Any less would impact neighbouring areas. The project intention is good, the exemption for parking allocation is not.
197.	Object	I believe we should be preserving the green space and large trees in the area. The inadequate parking outlined in the proposal will affect the residents further, with already congested street parking, particularly during stadium events and Eagles events. That section of Roberts Road is already backed up from the Shepperton Rd traffic lights each morning, which will be made worse if there is Hugh density housing on that corner.
198.	Object	Bishopsgate St development. This development will increase Traffic congestion on Miller St. A school is located near by and there may be a concern for child safety. The street presentation would decline with this type of building. There will be increase foot traffic past our home on way to train station creating noise and possible anti social behaviour. We totally disagree with this development.
199.	Object	Not enough parking is available for this project. Residents and visitors will end up parking at Mineral Resources overnight, impacting morning workers. Not to mention, this is a relatively quiet area, we do not want to be worried about possible break ins caused by these people. This is an area of relatively high value, our house prices will plummet under this plan! There isn't much park space available in this area...please leave it be, as the council wanted to just a few short months ago. Guess money talks!!!
200.	Object	Grossly inadequate parking proposed for such a large development. This is cause resident and visitors to park in adjacent streets which puts more pressure on the surrounding streets and suburbs
201.	Object	There is not enough parking around this area as it is, and it enough parking for intended residents of this 3 story development which will result in increased traffic and parking problems with overcrowding. I also object to having a multi story dwelling as you enter lathlain from vic park - flats look unsightly and detract from the landscape and will drive desirability down, resulting in reduced property prices - allowing this one dwelling will set a

		precedence for more of the same.
202.	Object	-
203.	Object	<p>There are several reasons why I do not support this proposal:</p> <ol style="list-style-type: none"> 1. There is insufficient parking for the number of apartments. The proposed number of parking bays are disproportionate to the residents. There are 18 double room apartments that will attract more than one occupier meaning two vehicles per home. Adding to the 6 single room apartments (assuming there is one occupier) it will be potential for 42 vehicles needing to be parked. This proposal has accounted for 15 bays for residents. This is comical by itself when there are 24 apartments. There is no place for these vehicles in the TOVP current offering for parking. 2. Roberts Road traffic is becoming a significant problem with the current congestion. Traffic is banked to Mineral Resources Park most mornings 730 - 10am. This will add further congestion and issues that have not been addressed. I do not believe the town has any plan how to ease the current issue and this is alarming. In addition to “congestion” is a safety issue that the traffic causes for visitors to Koolbardi Park and Lathlain Kindy. My child attends the Kindy and we frequent the park often. It is a safety issue to cross the road through the day. This will make it worse. 3. Carlisle and Lathlain are experiencing extremely high crime and antisocial events. A lot is occurring along the train line near where this property is proposed to be built. It is well known that social housing residents carry disproportionate levels of crime and antisocial behaviour and this is significantly amplified when paired with close dwellings (for example, this exact proposal of 24 apartments in the one complex). This is published in the attached Australian Government AIC report highlighting this exact issue. I am checking our community notice boards daily and see crime almost each day. I am significantly concerned of the undeniable increase in risk this will place to my family and other residents. Crime and safety are significant concerns for residents in this area and I question whether the TOVP values the insignificant return of rates for this proposal over the health and safety of their residents. 4. TOVP has long been about maintaining green spaces including trees and open spaces for recreation. This goes against the vision of the town and why I chose to be a resident. <p>Research Article Attached to Submission – Link Here</p>
204.	Object	<p>There is insufficient parking for this development. Roberts road is already heavily congested with traffic and safety concerns for school aged children. It's very difficult to cross the road when taking my son to Kindy and difficult to get a park. Due to insufficient parking for this development it will increase traffic and reduce parking available. This development will also eliminate this green space which we were informed by town of vic park that Millers Crossing would remain a green space. Already lost multiple green spaces from the eagles development. Negative impact on the environment, wildlife and residents mental and physical health. High crime rate in Lathlain already and concerned this development will increase this further. Research from an Australian government report states public housing areas experience disproportionate levels of crime and anti social behaviour, including property and violent crime. Very disappointed with this proposal and the negative impact it will have on Lathlain and surrounding suburbs. I repeatedly feel let down by the town of Victoria park.</p>
205.	Object	The parking that has been identified as available across the road is often closed due to the football. There are only limited bays that aren't for non permit holders
206.	Support	-

207.	Object	This is parkland, you can't build there!!
208.	Object	Limited park for residents of this building will impact the community, as street parking will regularly be taken
209.	Object	Object to the proposal based on inadequate parking and alternative parking proposals. We use the park mentioned in the panning proposal daily - both the dog area and the playpark area. There is no parking on Bishopsgate st. only on Planet street. This parking is often busy and regularly parking spaces are full - during busy times at the dog park, weekends when families use the park and at pick up and drop off to Lathlain Kindergarten. It is not correct to say the park is only busy during events. Car parking can regularly be at a premium and additional pressure on the parking on and around these streets would not be practical.
210.	Object	Parking a problem. Against the building codes. Increase traffic on an already busy intersection.
211.	Object	My objection is not the idea of the proposal but that the parking is woefully inadequate parking allocation. The parking within the complex should accommodate the total requirements of the complex. Fix the parking on the proposal and it's all good.
212.	Object	The Development Application cannot be supported given it is factually incorrect. It references a carpark across the road on Bishopsgate street to be used for overflow parking that does not exist. I would be interested to know where the "overflow" parking is going to be, given the already terrible parking situation around Min Res Park and Lathlain Place on weekdays let alone weekends and event days. Parking is clearly an issue with this proposal, however theres no ability to provide feedback on other aspects of the proposal as TOVP is only inviting feedback on parking which is disappointing.
213.	Object	Pls provide adequate parking within the complex
214.	Object	I do not disagree with the concept of community housing for women over 55, however the location is inappropriate for me. The green space where it is proposed should remain as green space and another location can be found. Green space is too valuable to the community to sell. We do not have enough as is.
215.	Object	It will not enhance nor complement the area & there is clearly insufficient parking. Parking is already an issue in Lathlain. The introduction of units being rentals & under the management of the Department of Communities does not instill any confidence of how the properties will maintained in keeping with ambience of the area and won't benefit the local residents and takes away yet another green area frequented by owners & their dogs.
216.	Object	1. Value of our home will be compromised 2. We have a crime rate problem. 3. We already have housing for special needs
217.	Object	I live close to the proposed development. My children also attend lathlain primary school, both the main campus and the kindergarten just across the park from the proposed development. Parking in the area is already strained, especially on game days. I strongly object to adding more apartments without providing sufficient parking as specified in the residential design codes.
218.	Support	It shouldn't matter how I am impacted, we need more community and social housing everywhere.

219.	Object	-
220.	Object	This is not suitable amount of parking given the number of dwellings. With 1 and 2 bedroom villas this will likely push additional vehicles onto nearby roads. Please do not support this variation
221.	Object	Parking availability may pose a challenge, as Howick Street currently has limited street parking. Additionally, Miller and Robert Streets experience high levels of traffic congestion. It is important to consider the potential for undesirable behaviours near a family park.
222.	Object	The current park is lovely on a sunny day and I often see dogs and their owners enjoying the park too. The park is beautiful to look at opposite the road and a multi storey will be a huge eye sore in our neighbourhood. The park is beautiful and should stay. There are also many Carnival cockatoos who share that park. New signs for the welfare of cockatoos have just been put up right next to the park and this building will take away more space from them.
223.	Object	Strongly negative. With close proximity to the lathlain kindy school, the kids are not safe.
224.	Object	Such a volume of people introduced to the area will create unsafe parking in streets that already are at capacity. The open space will be of incredible loss to the community and the balance of green space to housing
225.	Object	Too high and not enough parking. isn't an appropriate area next to the only casino and the crime that already occurs from people using the suburb as a thoroughfare to gamble and drink.
226.	Object	I have been living in this area for 8 years, the density of community is getting much higher than it. Building of new apartment will create higher crime rate in this area. And it attract more home west which doesn't help.
227.	Object	The proposed parking appears not to be within the regulation requirements for the. number of dwellings.
228.	Object	This removes public open space and also adds further undesirable people into the neighbourhood
229.	Object	Diminishing green space, lack of car parking for nearby residents.
230.	Object	What are you doing now to stop the crime rate in the area ? The town had a requirement to green the area and now this is taking away that requirement What is the town going to do to address the traffic issues around the area now , before adding extra cars entering the streets ?
231.	Object	-
232.	Support	This is a wonderful concept to help vulnerable women, love the modern sustainable design too. I wholeheartedly support this proposal.

233.	Object	Not enough parking, will cause congestion on the streets
234.	Object	I feel the location of this proposal would just increase traffic and worsen the already busy intersection of Robert's & Bishopsgate, one that frequently has accidents and near misses, and worse on event days at the oval. The location would not cope with the increased load of 24 apartments safely. The location is also a thoroughfare from Albany hwy, Shepperton Rd & Orrong Rd increasing congestion in the area at peak times, this would be disastrous with an apartment complex occupying a main corner of the route. Idea is great, location is not.
235.	Object	Traffic management is already horrendous at the roundabout. It would be even more chaotic with 24 apartments on the corner.
236.	Object	I am concerned as a resident that high density government housing often leads to social issues like crime and substance abuse. We already have an issue with crime in our area due to homelessness and drug use. I think should this development go ahead it would only contribute to the issue. I have no problem with high density housing in general especially along major transport lines however for it all to be community housing is a concern and will lead to problems.
237.	Support	Supportive of urban infill. Especially supportive if this is social housing for women over 55. Please can this be clarified. However, concerned as to how car parking will be addressed. This is an already busy area, especially when Lathlain Oval is being used.
238.	Neither Support or Object	I am worried about the overflow that already occurs on game days at the mineral resource sport oval. But I do also support the building proposal. I believe that any form of underground parking or expansion of the car park at mineral resources would be beneficial. Especially as there is already a massive overflow of parking on days where there are any events at mineral resources, even small events like Saturday/Sunday club football cause mass overflow Let alone when big AFL teams come play. The overflow is really bad and I would believe that it would be beneficial to expand the car park either at the housing or across the road at Mineral resources. I support proposal of the building being built but do say that will cause issues that can't be ignored. Also curious to know if parking space is used for the houses over at mineral resources will these be allocated bays or still open to the general public?
239.	Object	Purely on the crazily small number of parking bays this development should be halted. Forcing further on-street parking at that location is an incredibly shortsighted and dangerous proposition. Which is probably why your own rules state a much higher minimum number. I wholeheartedly object to the proposal in its current form.
240.	Object	The proposed does not offer sufficient parking to accommodate residents and guests. The street is currently already significantly congested with car parking so this will decrease the amenity of the area and cause issues for residents. Proximity to the playing grounds and parks will mean this lack of parking will reduce access to residents to the facilities and also for people attending events. It is reasonable to expect at least 35 vehicles requiring parking for a development of this size. This will mean at least 20 cars parked on street for residents plus any visitors which attend as 2 bays is not sufficient to service this site.
241.	Object	Car parking, 24 apartments should have 24 car parking bays. The public carpark they refer to no longer exists it is now a park, the carpark was removed when the bowls club was removed.

242.	Object	Concerned about car parking, and further congestion.
243.	Object	-
244.	Object	Too much traffic going and coming.
245.	Object	There is insufficient parking for this type of accommodation. The overflow will be down the streets which causes a hazard for pedestrians and cyclists. Also this area is currently a lovely little park. Will we not rest until every green space is gone! Sad
246.	Object	Concerned with what type of residents will be there - personal safety a priority and also the issues with parking
247.	Object	Firstly how can they propose to use a carpark that no longer exists. At the minimum there should be allocation of 1 car space per unit. Secondly there is already a high level of community housing within the district. It is not maintained and some tenants present problems within the community. Thirdly and most importantly we need to keep some of our open green areas within the district for residents to enjoy instead of building on every spare meter.
248.	Object	Parking and traffic is terrible at peak times as it is. Traffic is often bumper to bumper over killers crossing from 4-6pm this will create more chaos
249.	Object	Traffic issues Potential impact of the value of our property. Impact on safety due to potential clients.
250.	Object	Plan does not allow for sufficient parking .
251.	Object	This project will put more stress on already limited parking in the area.
252.	Object	I have significant concerns about the proposed social housing development in our area, particularly its impact on safety and community well-being. As a female resident who frequently walks with my grandchildren, I already feel unsafe in the neighborhood. Crossing Millers Crossing to reach Victoria Park is particularly troubling. It is well-documented that social housing can increase the likelihood of crime and anti-social behavior. Placing such a development near a main foot traffic route and across from a children's play area at the park could exacerbate these issues. I urge you to reconsider this location and prioritize the safety and security of our community, especially our children.
253.	Object	The parking is inadequate and we already have parking congestion in the area particularly on game days. There is a minimum bays for a reason
254.	Object	Extra parking needs to be provided the streets are already filling up with out of suburb cars. Having a basement allows a secure storage room to be

		provided as well as secure bicycle parking. I'm sure the extra costs will be very quickly recouped. I think the proposal of low cost rentals is a great idea and necessary just do it properly the first time so it works.
255.	Object	Insufficient car parking will impact local residents as well as the general public accessing nearby parks and facilities.
256.	Object	The parking provided is not enough. Can not support the use of WCE parking or street parking. Build is outside of current guidelines.
257.	Object	We already have enough public housing in our suburb which causes social issues we don't need anymore
258.	Object	The suburb is already expanding at a quick rate and does not need apartments to add to the already what once was a quiet ish neighbourhood but is now a busy and bustling area and does not have the infrastructure for more residents yet
259.	Object	There is not enough parking for residents and this is already a problem within the area as so much street parking has been taken away and verge parking unavailable as there are trees plant on the verges and down the middle of the road. You can't build a complex without enough parking
260.	Support	Please be advised that whilst supporting this proposal, I do have concerns over the parking NOT meeting requirements, and the reliance on the Eagles parking area. I believe long term, as the areas of Carlisle and Lathlain build up, parking will become more and more an issue. It is already a problem with people parking on game/training days and daily with people parking and then taking the train into the city. Parking around Koolbardi park/Lathlain Primary School Kindergarten campus on Planet street is already a problem, which I feel will be compounded by the lack of parking in this proposal. I think the proposal is to be commended as housing for this demographic is a huge and difficult problem, however feel that it would be misguided to overlook the planning requirements.
261.	Object	Concerns for negative impact on the park, safety for children, increased crime, parking issues, negative visual impact due to being 3 storey high.
262.	Object	<ul style="list-style-type: none"> - there is no room for parking the amount of tenants purposed - we do not need added traffic to the roundabout, there is constant car crashes and close calls. - it is a shame to lose the park land and open spaces - is there a real need for public housing in our suburb?
263.	Object	Losing parkland in community Car parks will be full, mineral resources parking already at capacity
264.	Object	There is insufficient consideration for building sufficient car parks for such a large dwelling with multiple residents. Furthermore, the current road is unable to keep up with the level of traffic flowing through the single roundabout. There are already significant traffic flow issues from Shepperton Road all the way to Bishopsgate Street and this would only make congestion worse. Combined with the proposal to make Rutland Avenue a one way street, there would be a knock on effect of no car parking and extreme congestion on a suburban road.
265.	Object	The parking is a significant issue as there is already parking competition on those streets and surrounds and the overflow carpark is not a good long term solution. Social housing complexes also bring down the median value of the area and lathlain is currently already dealing with a crime wave of

		cars being broken into in car parks and driveways every night between 1-4am. I strongly suggest rejecting this proposal.
266.	Support	Project is supported ... subject to parking compliance with TPS.
267.	Object	Due to proximity of Optus stadium and train line there is already overcrowding of street parking in this area. I'm concerned this would make it worse and lead to accidents or lower safety for children crossing roads and cyclists.
268.	Object	This proposal will reduce the amount of parking available to the public for their enjoyment of the area. This could drive people away from the area and local businesses. This development should build parking in accordance with the code requirements so as not to impact available public parking.
269.	Object	This road and area is busy enough with current traffic and housing. The carpark on the opposite side of the road is already at full capacity more weekends with families and community. We are trying to lift the standard of housing in Lathlain and Carlisle, this development will undo that. Should be at least reduced to single storey. The 1/1 and 2/1 are not fitting sizes for families and will be deemed redundant in years to come. This development has the ability to decrease the value of homes surrounding it.
270.	Neither Support or Object	I am concerned about the low number of parking bays provided on site for this development. There are often many cars already parked in this area of Raleigh Street and I need to snake my way to get to my own driveway. This development won't help the problem.
271.	Object	There's already a lack of street parking in this area, with residents already double parking it causes road safety issues - by reducing the required parking provided by the residential design code will only increase this issue.
272.	Object	<p>My understanding of the proposal is summarised as the following:</p> <ul style="list-style-type: none"> - high density housing (24 apartments) being established on previous public greenspace - "the property and tenants to be managed by a Department of Communities" is interpreted that this new apartment complex will be a high density public housing? - 22 of the 34 trees will be removed (12 remaining), most of these trees are WA or Australian Natives per the tree retention report <p>Our main concerns</p> <ul style="list-style-type: none"> - antisocial behaviour that comes with high density public housing. This building is planned adjacent to high traffic footpaths and public park (Koolbardi), as well as across from the Mineral Resources Park. As a resident on Mint Street, street already has a high foot traffic nature, with a lot of antisocial behaviour in the evening and night time particularly - this is worsened when the Carlisle train station is functional as this increases foot traffic. While we are sympathetic to the need for high density public housing in Perth amid a housing crisis, we are concerned for the flow on effect that the often antisocial behaviours may bring to the neighbourhood. - similar to the above, public housing and accompanied antisocial behaviour adjacent to the community park may lead to unsafe behaviour in the park (Koolbardi) of an evening. This is concerning to us residents whom frequent the park and enjoy the quiet evening walk along (mostly) safe streets.

		<p>- increasing population via public housing in the proximity of the new Carlisle train station may lead to antisocial behaviours as there may be high foot traffic to and from the train station</p> <p>- we are saddened that most of the trees on site would be removed for this development. This is not consistent with the Town's goals of maintaining and increasing green space. Wording the proposal that 12 trees are to be maintained hides the reality that 22 trees are to be removed.</p> <p>Due to the unfortunate realities and downsides of high density public housing, we are hopeful that the Town may consider locating this apartment block in a location that isn't currently a social hub for community activities, in order to maintain the desired appeal of the neighbourhood. Overall we are concerned that the development will make our community less safe, less social, and less 'green.'</p> <p>We appreciate the option for public comment on this proposal (though I hate that it makes me sound like a 'NIMBY'). Thank you.</p>
273.	Object	<p>Disruptive behaviour from social housing tenants and their visitors from 14b, 14c and 9c have been managed poorly and police attends these addresses every second day. Therefore I strongly oppose more department of community housing in this area. Also Traffic and parking are already major issues on Raleigh St - cars are already parked densely on both side of Raleigh street making it dangerous for children as they can't see and can't be seen by incoming cars. More housing with inadequate parking just going to adversely affect our quality of life and endanger children.</p>
274.	Neither Support or Object	<p>I do not agree with the proposed reduced parking bays for residents. There is already a constant issue of people parking illegally in front of koolbaridi park and on various verges due to lack parking. Not providing parking to each dwelling will only further exaggerate this issue.</p>
275.	Object	<p>The proposed development removes more public green space from the suburb, which already lacks green open space. The suburb already experiences high levels of crime and anti social behaviour associated with community housing and does not need further such housing. It is also in a highly visible location and likely to be poorly managed and bring the visual amenity of our suburb down. The high density means a greater number of people and cars in an already highly congested area that is unable to cope with additional traffic. There is insufficient parking provision in the development, and already streets are congested with parked cars. The development would not be of benefit to our suburb.</p>
276.	Support	<p>I am very glad that more housing for single people and small families is being built. The site is so close to many amenities it will be wonderful to live there. I will be impacted by the area's shops and schools having more people to keep them going.</p>
277.	Object	<p>This development proposal is to build in a park, green, area. As it is, we already suffering car congestion and this proposal will make it worse. It is not providing enough car park for all the residents or visitors . Where are the rest of the residents are going to park? on the streets? A family member lives very close to that area and sometimes is very hard to find parking.</p>
278.	Object	<p>Raleigh Street is a cul-de-sac and already has high traffic loads due to the commercial businesses on the street. Such high density at the end of the cul-de-sac is just going to add to traffic/pedestrian issues.</p>
279.	Object	<p>1. Parking. The insufficient amount of parking allocated to this development will further exacerbate what is already an issue with parking on Raleigh street. Cars are frequently parking on verges and at time blocking driveways due to the high car load. There needs to be more parking on the site of</p>

		<p>this development. If there is insufficient space to do this, an alternative site should be sought.</p> <p>2. Green space. The patch of green space at the end of raleigh street where the development is proposed is a nice way to break up the high density dwellings. Given the recent developments in Carlisle, it is my preference to keep space in its natural state to preserve the connection to nature in our community. In addition, residents use this space to take their dogs for breaks given many of us only have courtyards in our town houses. This development will prevent us from using this space for this purpose and increase the distance needed to walk pets for a break, which is a potential issue for elderly residents.</p> <p>Thank you for considering my concerns. I hope it will be possible to find a more suitable site for this development.</p>
280.	Object	<p>I have significant concerns about the proposed social housing development in our area, particularly its impact on safety and community well-being. As a female resident who frequently walks with my child, I already feel unsafe in the neighborhood. Crossing Millers Crossing to reach Victoria Park is particularly troubling, as there are certain points where you can't navigate to the other side of the road or footpath to avoid people.</p> <p>It is well-documented that social housing can increase the likelihood of crime and anti-social behavior. Placing such a development near a main foot traffic route and across from a children's play area at the park could exacerbate these issues. I urge you to reconsider this location and prioritize the safety and security of our community, especially our children.</p>
281.	Object	<p>No where near enough parking needs at least 1 bay for each 1 bedroom and 2 for the 2 bedrooms.there is no street parking on. Bishopsgate and limited on Raleigh. Will cause chaos around the Bishopsgate roundabout and Tom right park.</p>
282.	Object	<p>I object to this proposal as the traffic congestion will become worse on Robert's road, there will be increased traffic via Bishopsgate street and the parking situation in this area will only get worse. Not to mention the array off issues that come with social/community housing and with it be in across from a park where lots of families and kids go I worry it will potentially no longer feel like a safe space. I often walk through millers crossing and enjoy the nature and seeing the red tail cockatoos but with the proposal saying it will get rid of most of the trees, I object from a nature and wildlife reservation point of view. Having open space makes the suburb visually more appealing rather than the look of congestion with high buildings towering over residential homes. Please consider placing this construction elsewhere.</p>
283.	Object	<p>Hi,</p> <p>While I am for social house and applaud the government wanting to put more in. The location is fine, but you really really need to consider the parking. There is not enough car spaces allocated to the proposal. There is no street parking at that section on Bishopsgate and Raleigh St is really busy for street parking as it is. Please consider a different proposal with adequate parking. You will need at least 1 spot for every unit, plus visitors parking.</p> <p>Also we are in desperate need of social housing/community retirement villages for our pensioners. Please can you consider this also in your proposal? The waitlist for retirees is longer than they will probably live. Rents are too high for pensioners</p> <p>Please also consider the environmental impact in the area. It's going to be a shame to lose the green space. I am happy for the social housing to go ahead, but please make accommodations and please keep as much of the greenery as you can</p>

		Thank you
284.	Object	<p>As a Noongar man and Traditional Custodian of the land on which this proposal is intended to go on as well as an Owner of a house nearby, I strongly oppose this proposal on several grounds which I will outline below.</p> <p>1. Bird Usage of the Land This land is used by many of our beautiful native birds including but not limited to Magpies, Red-Tailed Black Cockatoos, Carnaby's and Baudin's Cockatoos, White Cockatoo Corella's, Mudlarks, Willy Wag Tails etc. It is also important to note that many of these feed on the ground not just in the trees that are part of the land. Several of these are already endangered animals and everything should be done to try to preserve the few areas left in our Town for them to be able to safely travel from Jirdarup bushland to other feeding areas. This is one of their stops on the way across our suburb and I highly encourage that it not be harmed or obstructed in any way. I think it is incredibly wrong for a park across the road from this area to have a Noongar name (Koolbardi Park) for one of the birds that feed in the proposed space and yet destroy one of the known feeding areas.</p> <p>2. Lack of Car Space This area is already known as a highly dangerous area for vehicles with my estimate to be 1 motor vehicle accident per week. In fact, it is known amongst local residents as the roundabout of death. The current proposal of 15 carp spaces for 24 apartments is insufficient and will result in congestion in an area that is already congested and dangerous.</p> <p>3. Town of Vic Park Tree Canopy Goal The Town of Victoria Park has been a leader in the space of increasing its tree canopy and although many of the trees in this area will be preserved under the proposal, if anything, the space should be used to plant more trees which are clearly needed. I note a tree canopy goal should also be in line with maintaining as many green spaces as possible. I think a Tree canopy goal is pointless if there are not small green spaces for people to use along with it.</p>
285.	Object	-
286.	Object	-
287.	Object	I would not want community housing in Lathlain as it will bring down the value of the suburb
288.	Object	-
289.	Object	Increased traffic on Miller St. There are alternative uses for the space that could supplement the Koolbardi Park amenities.
290.	Object	It is already a busy intersection at that junction with regular incidents and crashes without adding more vehicles to the space who are trying to access parking under an apartment complex; parking which doesn't even service the number of intended apartments so guaranteed there will be more vehicles lined on the streets which will only increase the likelihood of crashes. Not sure why the council is making it their intention to squeeze traffic in around the lathlain area with proposals like this and trying to reduce Rutland avenue to one lane. I also object to the apartment complex

		itself.
291.	Object	It is already a busy intersection at that junction with regular incidents and crashes without adding more vehicles to the space who are trying to access parking under an apartment complex; parking which doesn't even service the number of intended apartments so guaranteed there will be more vehicles lined on the streets which will only increase the likelihood of crashes. Not sure why the council is making it their intention to squeeze traffic in around the lathlain area with proposals like this and trying to reduce Rutland avenue to one lane. I also object to the apartment complex itself.
292.	Object	There is always a constant problem with cars having to park on verge as there is not enough parking bays allocated for all the many units in this area. Why would you reduce the bays by nearly half when everybody knows it is going to create parking problem in the future.
293.	Object	<p>There are several reasons I object to the current proposal as an owner/occupier in the immediate area:</p> <p>1) the town has done an excellent job improving green spaces around this area, but a lot of recent private developments have resulted in established trees being pulled out. The further loss of established trees from this current green space is not in line with the council's own canopy policy! There are much more than the proposed number of trees to be kept on that block! This past summer has been ridiculously hot, further loss of established canopy is a terrible idea!</p> <p>2) this area is already very high density, particularly with the mineral park traffic. Parking is already very difficult for residents of this area whenever there is an event. The number of proposed car parks for this building are too low, and will inevitably result in a spill over onto street parking, further worsening the problem for local residents. The road is a high traffic thoroughfare, and entry directly on/off bishopsgate street seems dangerous.</p> <p>3) while I recognise that not all social housing is associated with increased crime, we are unfortunately already experiencing a high number of incidents in this suburb due to some current residents of the social housing in the area. This has been raised with both the council and local MPs on multiple occasions. The idea of putting a block of apartments completely dedicated to community housing seems like a recipe for disaster, especially since it's in such close proximity to several schools and playgrounds.</p> <p>I hope the town will consider that this is not the place for such a development, and perhaps consider smaller individual houses/units for the site with all trees to be retained and driveways/garages attached as appropriate.</p>
294.	Object	<p>1) These types of apartment complexes are rarely managed well with increases in crime and antisocial behaviour increasing as a result</p> <p>2) busy junction to have multiple additional cars coming out from the complex</p> <p>3) Loss of mature tree canopy, going against ToVP quest of greater tree canopy</p> <p>4) Total lack of parking for residents and visitors, leading to cars being dumped on local streets, increasing hazards for people or cars crossing</p>
295.	Object	Due to extra vehicles parking this end of Raleigh St because of the bakery shop and train station when it's operating. I feel the lack of car spaces will be an issue and the already congestion at the intersection of Raleigh and Archer. There may also be an issue with the rubbish truck up the end of the cul-de-sac to empty rubbish bins due to extra cars parking on the road. This is caused by no vehicles being able to park on Roberts and

		Bishopsgate Streets.
296.	Object	<p>I am opposed to this development proposal for the following reasons. There are already numerous community houses on this end of Raleigh st. Some of these units attract numerous police visits every month, some of these residents display anti social behaviour up and down Raleigh st at all hours of the day and night. The traffic movement numbers on Raleigh st are already high due to the Carlisle Bakery and Pizzeria that was given development approval in a residential street area. This development will only exacerbate the current traffic issues that also include the difficulties trying to turn right onto Archer st from Raleigh st. The removal of the current green space that residents currently enjoy is also a major issue, especially with the town of Victoria Park trying to maintain and increase these areas. This will negatively impact the town's green space goals. I am currently investing in my property on Raleigh st trying to bring the current state of poor housing up to a respectable level to the betterment of the community. If this development gets approved I will cease all improvements to my residence and I will be selling my property to developers and moving away from the town of Victoria Park. Many other home owners on Raleigh st I have spoken to have indicated that they to will be considering a similar move if this proposal goes ahead. I have lived on Raleigh st since 1963 and over this time it has become clear to me that this end of Raleigh st has become an area where high density community housing is the council's preference. This is alarming to me and while I understand the need for community housing I believe there are far more appropriate areas in the town of Victoria Park to develop community housing than a high traffic dead end street that the community currently enjoys as a green space.</p>
297.	Object	<p>I am writing to express my opposed view and concerns on regarding the proposed apartment project on Raleigh Street. As a resident living at the top end of Raleigh Street, I have already observed significant parking issues in our area. The construction of additional apartments will exacerbate these problems, making parking even more challenging for current residents. Moreover, I am deeply worried about the potential social issues and increased crime rates that might accompany the introduction of social housing, similar to the situation observed on Bishopsgate. These concerns are significant and warrant careful consideration before moving forward with this project. Additionally, the introduction of these apartments is likely to significantly reduce property values, which is a major concern for homeowners in the area.</p> <p>Thank you for your attention to these issues.</p>
298.	Object	<p>concerned about the parking issue and our street becoming a car park. also anti social behavior that comes with that sort of housing density. we are worried about our property losing value when that sort of behavior gets out of hand.</p>
299.	Object	<p>Dear Town of Victoria Park</p> <p>I do not believe the proposal should go ahead when there is insufficient parking for it. It creates a hazard for our community and the Town of Victoria Park should not be an exception to the building codes which are there to safeguard the community. They should be abiding by the rules that they are supposed to enforce.</p> <p>Could you please advise if anyone on the proposal committee has actually visited the site? The area does not look like the photograph used on your website anymore. There is no parking at Koolbardi park. It is widely used, has a lot of foot traffic and there is already limited parking for the park available - people very often park illegally on that verge.</p> <p>If there is not sufficient parking on site, renters and visitors will be forced to park on the street. There is already limited street parking around that</p>

		<p>area in Carlisle. There is no street parking on Bishopsgate Street nor is there street parking on Miller Street. The only street parking available for that site is on Raleigh Street, and that is already experiencing high levels of traffic from the current residents as well as people mistakenly thinking that there is access to Miller Street. I am a resident on Raleigh street with a young child and it's very often that we see cars racing down towards the cul de sac, over the speed limit, realise it's a dead end, and then speed back up it.</p> <p>This area is a suburban cul-de-sac, and its current occupiers include many families with young children and elderly people. There are lots of kids playing in their front lawns, and cyclists on the road, and elderly people going for a walk. Not having adequate building parking will lead to increased street parking which will be a traffic hazard to our local community. It is important that the Town of Victoria Park does not endorse proposals without adequate planning to ensure community safety.</p> <p>I hope my email causes you to reconsider the adequacy of this proposal site.</p> <p>Kind regards [NAME REDACTED]</p>
300.	Object	<p>Concerned about the lack of parking options and removal of important green space which is frequented by endangered red and white cockatoos very frequently. As a neighbour of this park I am concerned about further build up in this area that is already heavily built up and ensuring green corridors for community amenity and protection of important cocky habitat as they travel through the town. There is not enough parking in this proposal and this area already needs increased or better traffic management due to the number of car accidents that already occur regularly, I am concerned about more residents and pedestrians in this area.</p>
301.	Object	<p>I was not notified by town of Victoria Park. Only came to my attention from Carlisle community fb page. Traffic flow is always an issue due to the bakery and pizza shops. We can't possibly another at least 48 cars parked in our cul-de-sac.</p>
302.	Object	<p>Dear Town of Victoria Park,</p> <p>The application for 6 Raleigh Street and 45 Bishopsgate Street, Carlisle, states, " There is a large free public car parking area adjacent to Koolbardi Park, immediately opposite the development site with access directly in front of the development site." There is no public car parking area adjacent to Koolbardi park. This being incorrect the proposal needs to be reconsidered as the parking on the site will be inadequate.</p> <p>If the building codes call for 24 parking spaces, the proposal should include 24 spaces (as would be required of any other development). The only street parking available for the whole site is along Raleigh St, noting there is no street parking on Bishopsgate or Miller streets, meaning that all additional vehicles will be travelling down Raleigh St cul-de-sac. There already is a traffic issue down Raleigh St as commuters often mistake access to Miller St via Raleigh St, not being aware it ends in a cul-de-sac. These vehicles often speed up and then back down Raleigh St and pose a safety risk to children and cyclists. Increasing the traffic and street parking demand down Raleigh St cul-de-sac will add to this issue and risk community safety.</p> <p>Regards,</p>

		[NAME REDACTED]
303.	Neither support or object	Not enough car parking for 24 apartments
304.	Object	The loss of green space in a suburb with minimal such areas. Who will the tenants be? Raleigh street has numerous public housing tenants already who result in frequent police visits, loud, obnoxious neighbours and untidy surrounds eg shopping trolleys. The idea is to NOT put these people all together to prevent total loss of amenity. The traffic is already bad most of the time due to most of the dwellings being 3 villas on a block. The verges are frequently full now.
305.	Object	Reduction of green space where I walk would be sad to see. The green area offsets the busy roadways, particularly at the corner of Bishopsgate and Miller streets. A the storey apartment building would reduce the community feel of the area by making the area feel more condensed and busy, and through removal of a communal space. I understand the need to increase housing density however I believe using the park to achieve this would be a detriment to the Town of Victoria Park, and other area which are currently not used or as visible would be more suitable. In addition, the parking spaces proposed for the development are insufficient. On-street parking is very limited in the area of the development and there is already congestion caused due to people parking their cars on the street while visiting Koolbardi Park, particularly in the mornings and evenings. The potential that residents would be forced to park on the street may reduce accessibility to Koolbardi Park for others. I sincerely appreciate these matters being considered for the benefit of our community. I'm happy to be contacted regarding this. Kind regards, [NAME REDACTED]
306.	Object	It's to big of a complex to build on such a small block you dogs Show some common sense and keep some parks around these areas. Stop building up shitty apartments
307.	Object	I object to the proposal put forward for this site based on a lack of available car spaces. The architects report has shown a lack of understanding of the local environment both in the size of this development and by assuming that public parking located at Koolbardi reserve, as referred to on page 5 of the Applicant Planning report, still exists. A review of the publicly available satellite images shows that the carpark has not existed since 2020 which suggests either negligence or dishonesty on the part the architect. I request council reject the application and request the architect address the Local Planning Policy 37 with reference to existing local infrastructure. [PHOTO ATTACHED WITH SUBMISSION]
308.	Object	Very disappointed to see our green spaces being developed into large scale properties like this. Being a town with so many wonderful green spaces to enjoy with our dogs and families is what makes ToVP such a joy to live in. I am specifically concerned about the loss of trees for this development and the impact this will have on the native fauna. I don't feel car parking will be sufficient and will see increased congestion and illegal parking around an already busy road and roundabout. And finally, I don't want to see large scale community housing in our community. These building complexes tend to bring an increase in crime to an area, something that Carlisle already struggles with and is poorly managed by the Town.

309.	Object	Congestion on street, insufficient parking would cause cars parked on the street. Will increase traffic in already busy Roberts road. Possible antisocial behaviour from future residents
310.	Object	The design does not meet Local Planning Policy and as such will result in an increase in street parking impacting access and amenity for local residents. With bicycle lanes limiting street parking on Bishopsgate where does the developer intend for residents and visitors to park. Given there is an approx. 500m walk to the nearest bus stop and a 850m walk to Victoria Park Station there is no clear alternative for residents to justify a reduction in parking spaces.
311.	Object	Developer should be required to abide by car parking rules set out by design codes, by allowing them to reduce the number of car parks sets a precedent for future developers. I would not object if all rules were followed as per design codes set out by ToVP.
312.	Object	Object to the size and scale of the development and how it will adversely affect the community that lives on Raleigh Street. The proposal for only 17 car spaces on the site instead of 30 as outlined in the residential design codes will result in the obvious negative impact. Overflow car parking onto Raleigh Street. It is not a wide street, and with limited street parking due to R30 as it is, it will cause much tension and disputes with the residents. It signals destruction of nice cul de sac street. Will open it up for flow through from Bishopsgate. I walk my dog through that area in morning, meet friends on bench at end. I understand importance of development but a 3 storey apartment block tagged on the end of this cul de sac is not fitting with the community.
313.	Object	I was under the impression that the community very strongly wanted to retain this as green space. The development lacks sufficient onsite parking, will create issues in surrounding streets, loss of trees and green space, type of housing will lead to possible increase in antisocial behaviour/crime in the suburb, very close proximity to park and schools.
314.	Object	There is not enough car parks for the apartments. The streets are so narrow as it is, some days it's already a squeeze to get through them with two cars parked either side. There is already people constantly driving up to the end of the street and turning around and driving back. The traffic build up is inevitable. If I lived next door I would be furious that people can look down into my backyard
315.	Object	Parking is inadequate and will increase pressure on street parking in the area. Traffic is already affected with street parking levels and can be quite dangerous. The developers should have to meet the minimum standards. I am also concerned about any potential escalation of social issues in the area, the Department of Communities must ensure appropriate social services are provided to tenants, if needed.
316.	Object	There is already significant crime and disruptive behaviour arising from department of community tenants at the cul de sac of Raleigh Street. The issues have been present for years and very little were done about it despite multiple complaints from myself and neighbours. Further increase in DoC tenants will basically make Carlisle a crime central. Furthermore, traffic at the cul de sac of Raleigh st is already horrific as cars are parked on both sides of the road. Having more cars in the area will just paralyse the local traffic and further impact on already poor air quality and livability of Carlisle.
317.	Object	The development is too high (3 stories) and will affect the privacy of surrounding homes. Also Council regulations require a total of 30 parking bays not 17 parking bays as desired by developer so there is not enough on site parking. Also this building will be for state housing which will increase

		crime and anti social behavior in the suburb.
318.	Object	18 apartments of 2 BR and 6 apartments of 1BR roughly equates to 24 if not more cars. The proposed 15 car lots are insufficient. Furthermore, the park should be used for something better such as a IGA or should just remain as a park.
319.	Object	It would be a loss to the suburb to lose that park. The proposal does not allow for enough retaining of trees. Not enough car parks on proposal will cause more cars to be parked on street, an eye sore and potential impact for those who live close. High density apartments like that should not be in our suburb.
320.	Object	Insufficient parking will create parking congestion on local streets. I am happy to see energy efficient Passivhaus principles being included in the design.
321.	Object	The proposed amount of parking is inadequate for the number of units in the development. A number of residents and their visitors will not have on-site parking and will likely look to street parking. Bishopsgate does not have street parking allowed due to bike lines, and Raleigh Street is already congested with street parking. The addition of more cars inevitably parking on Raleigh Street due to the proposed parking shortfall in the development is, in my view as a resident of Raleigh Street, is infeasible and unacceptable - both for current Raleigh Street residents and the future residents in the development. The other concern is a development that's a solely community housing dedicated premises - it's not an integrated approach and it would be preferable to have a mix of private and social housing in the proposed residential to mitigate a concentration of potential social problems overflowing into neighbouring properties. I believe social housing is necessary and is a good idea to be built here but it should be done in a more integrated way.
322.	Support	This accommodation is desperately needed. And this option is well located near the train station and next to an excellent park. However the lack of car bays is clearly an issue. There isn't even one bay per apartment. And some of those two bedroom apartments are likely to have two cars. I would fully support this plan if it had more parking included.
323.	Object	Firstly there should never be any loss of green space and this development will put additional traffic into two streets that cannot deal with it. Additionally, due to the bicycle track in Bishopsgate Street (which is rarely used) there is no street parking and therefore this application should be denied as they are not sufficiently providing for residents parking, let alone possible visitors to the development. I am strongly opposed to this development.
324.	Object	This proposal has not been widely advertised by the Town, I happened to see a facebook post on a community page about it. Not enough parking for the proposed number of units and their visitors. Increase in traffic on an already highly congested Raleigh Street and Roberts road. The morning and afternoon commute are already painful as it is. Adding more housing to this end will make it even worse and even more so with the changes happening on Archer Street and that baffling closure of Francisco Street with its massive traffic lights. But hey lets funnel more cars through Roberts Road lets make it even more unsafe for the kids that walk or ride to school.

		<p>Spreading of community housing accross the suburb rather than removing them diminishes property value and appeal in/for the area.</p> <p>Crime rate has soared in the area and continues to rise due to social housing. Residents are affected daily and to bring more of the same is unthinkable. Social housing residents have no care to be good neighbours, respect property and community.</p> <p>Drug use and needles in parks where our children play is a major issue which will only increase. I do not wish to constinue to live with increased fear of breakins on my property, the anxiety is already high enough.</p> <p>Loss of green space, tree canopy to an already hot and parched suburb seriously lacking in trees. Try retaining and increasing green spaces and significant tree canopy to combat the intensifying summer heat and provide more shelter for our disapearing wildlife. I understand progress and housing is required but at what cost to our environment and our health if we cannot enjoy the outdoors or have reprieve from the heat? We need trees to remove carbon monoxide in the air and provide us with the oxygen we breath.</p> <p>Loss of habitat for the many species especially the black cockatoos that nest in the park trees.</p> <p>Why are community housing developments only fit for Carlisle and not other areas of the Town? We have Lathlain, East Vic Park and Vic Park as well as Burswood. Has the Town of Vic Park considered other locations? If so where? What makes this bit of green space so appealing for such a development?</p> <p>Town of Vic Park can do much better.</p>
325.	Object	<p>Insufficient parking for this proposal will further impact surrounding areas which have minimal parking options as it stands. The park next to this complex also has minimal parking options which results in verge parking on Bishopsgate and a busy planet street. This proposal for bulk state housing will impact the value of my property on Bishopsgate Street. To build a complete complex with 100% state housing is unreasonable for this area and will bring further social issues to the area which has seen a large increase in break ins and antisocial behaviour on the streets, over my years in Carlisle.</p>
326.	Object	<p>While I am broadly supportive of the concept of providing low cost housing to low income / long term homeless, the question of parking provision for this DA is of concern. The first map (Location Map) in A1.01 SITE PLAN is misleading in that is shows Raleigh St being open to Miller St, when in fact it is a cul de sac. This is important as the proposed development has the larger portion of parking spaces provided from the Raleigh St entrance. This will increase traffic in this quiet end of Raleigh. The insufficient number of parking spaces to even offer 1 bay per apartment, and only 2 visitor bays will most likley result in many overflow parking taking place in the Raleigh cul de sac, which is quieter than Bishopgate. Or the public parking space at Koolbardi park may be used to the detriment of public users. As much as we wish to encourage active modes of transport and use of public transport, there is no means for tenants to be compelled to not own a car. If the proponent had recommendations on how this issue to proposed to be mitigated, this should have been provided as part of the consultation to give the community a clearer idea of the overall intent. The retention of established trees of high value is commended.</p>
327.	Object	<p>Community housing already at 9 and 14 Raleigh St, x 6 units with ongoing problematic tenancies. I have lodged 2 formal complaints and called police to attend on numerous occassions. Increased density to this small area will incerase noise and liklihood of criminal activity. Cars currently parked on the street have been broken into and items stolen. Street parking is currently problematic due to current density and cul de sac requiring vehicle turn</p>

		around. Area also used for paking for football events.The area would not safely accommodate increased parking or traffic.
328.	Support	More social housing is a great investment and I would love to see vic park density increased with apartments and townhouses. It is the perfect location close to the city, shops, eateries, schools and the train line. My only concern is the number of parking spaces because there is very little room for street parking in that area. Can the number of parking spaces on site be increased. Go to 4 stories if needed.
329.	Object	The amount of high density housing in the area will over all lower prices of housing abd make already congested roadways more difficult to traverse. In addition, the further loss of natural habitat is alarming with the loss of trees adding to the heat increase.
330.	Object	I object to the height of the planned development and the loss of parkland. We dont need more housing in and already high density living area. My property value will decrease as part of the development. It has already been affected by the polution produce by a restaurant that was put in next door with a wood fired oven (not policed by anyone) with no consultation to us.
331.	Support	-
332.	Object	<p>I am the son of the owner of [INFORMATION REDACTED]</p> <p>My mother who is 100 years old, has asked me to make comment.</p> <p>I also have Power of Attorney to respond on her behalf.</p> <p>My mother, [NAME REDACTED] and I [NAME REDACTED] I object to the DA proposed for 6 Raleigh St and 45 Bishopsgate Street in Carlise.</p> <p>I note that the properties are owned by the State Planning Commission.</p> <p>The allowance for reduced car parking for 24 dwellings (6 x 1 bed and 18 x 2 bed) is not satisfactory.</p> <p>The reduced parking will cause parking congestion on Raleigh Street and Bishopsgate Street.</p> <p>There should be a minimum of 24 bays (1 per dwelling for occupants) plus 6 visitor bays and also with alternative transport “parking” on site for bicycles and motor bikes etc.</p> <p>Bishopsgate Street parking is already limited and an extra 24 dwellings, on 2 currently vacant lots should cater for parking sufficient for all occupants having their own vehicles.</p> <p>That parking requirement for 24 dwellings should be on the land where the dwellings are built, otherwise, reduce the dwelling numbers.</p> <p>I don’t believe that the Dept of Communities should be provided any further permissions or allowances that are not already granted to private developers.</p> <p>Built to rent property does not mean that car parking requirements are less for renters.</p> <p>Being close to railway (south and west) does not help with commuters heading north and east, through Rivervale and Belmont to Midland and beyond.</p>

		Parking payment in lieu is not an alternative as the extra funding cannot be spent on more parking in the specific area.
333.	Neither Support or Object	<p>I would like to voice my concern about the above application for public housing on lots 1004 and 1005 in Carlisle, whilst there is a need for more public housing I cannot see a reason why the proposed application has to be so large.</p> <p>Apart from the social problems large development create (Brownlea Towers for example) there has been very little consideration given to parking 24 units and only 15 parking spaces is certainly not ideal as street parking only creates opportunities for the deviates that frequent our area now.</p> <p>As we have lived in this area for over 45 years and live near the West Coast Eagles development we know what the lack of parking creates.</p> <p>There was very little thought by the council into the parking situation for the development in Forster ave many years ago where each unit was supposed to have a 2 car garage when in fact the garages can comfortably take 1 car and a bicycle and we are seeing the results of that now as our street is always full both day and night including weekends to the point where if we are having family visit we have to put cars on the street early so that they will have somewhere to park.</p> <p>From our point of view we hope that the development of that size does not be given the green light in its current form but we suspect that no matter how many people comment the development will go ahead regardless.</p> <p>At least you know our thoughts.</p>
334.	Object	<p>In the interest of strengthening community safety, I strongly object to the development proposal 5.2024.93.1. I also strongly object to the variation to the design code.</p> <p>We are already experiencing increasing traffic issues on bishopsgate st and in the local area. There was a recent motorcycle fatality in close proximity to the development site.</p> <p>There is nothing to slow traffic down or reduce the number of Cars on bishopsgate st (west of Roberts road). My windows shudder as cars scream past at night.</p> <p>That street is also very dark at night and parked cars on the road will add additional safety concerns.</p> <p>Recently I had my bike stolen from my garage while I was home. Parked cars on the street will only increase the risk of opportunistic crime.</p> <p>If you want to provide community housing, please offer it to families. Especially families who have fled from war torn places who are seeking a peaceful family life.</p> <p>1 bedroom and 2 bedroom places are not suited to families.</p> <p>This proposed development is 160m from my home. I object to the nature of the design and the parking proposal.</p> <p>This space would much better serve the community as an open and shared space.</p>
335.	Neither Support	<p>I am a resident of Bishopsgate Street and am concerned with this new deveopment regarding car parking.</p>

	or Object	<p>I have people parking on my very who go to the park, and also other visitors to the block I am on. I am very concerned where the exist to these premises will be, and parking in general.</p> <p>I await your response and assurance parking has been considered, which it was not when the park was developed. With a total of 24 apartments (24 cars if one car per family) yet your offering 15 resident car spaces, and two visitors spaces. Where is the excess going to park. This is of course one car per family, which isnt the case when man/wife both have vehicles. Please ensure we dont have the same debacle we have with the park. This is a constant problem with people playing tennis or even having a family gathering.</p> <p>I am hopeful the deveopers will take into consideration the bad car parking planning when the park was planned.</p> <p>Regards. [NAME REDACTED]</p>
336.	Object	<p>I am residing at [INFORMATION REDACTED] in Carlisle and wish to provide comments in response to the Application for Development for 24 Multiple Dwellings at 45 Bishopsgate Street in Carlisle.</p> <p>My family and I object to the current application and respectfully ask the Town of Vic Park to reject the application on behalf of the residents of Carlisle and Lathlain.</p> <p>Insufficient Notification</p> <p>Despite living close to the area to be developed, I did not receive proper notification of this development proposal and only found out through a social media post on the Facebook Carlisle Community Page. This is not acceptable, given the possible wide-ranging effect that this development will have on our suburb. I respectfully ask the Town of Vic Park to notify more residents in a wider radius to comment on the proposal and extend the deadline to do so.</p> <p>Community Housing</p> <p>It is my understanding that the proposal is for 24 apartments where tenants are managed by the Department of Communities. In other words, these apartments will be for social housing. I do not generally object to community housing, but the large number of 24 apartments appears excessive, and is associated with an increased risk of ongoing issues, such as increased crime in Carlisle. As would have been seen on Cohn Street in Carlisle, there is increased crime, including drug use, assaults, and theft. In view of the already ongoing issues in Carlisle, I respectfully ask the Town of Vic Park to reconsider this development.</p> <p>I personally would prefer a development of a smaller dwelling of privately owned houses / villas or even apartments.</p> <p>Or how about an IGA?</p> <p>Proximity to Park</p> <p>The close proximity to the park is an issue. The park is family friendly with a lot of families and kids attending the park. Social housing of this size bears the increased risk of ongoing issues, including general crime and drug use. I believe that this would pose a risk to the livelihood around the park and respectfully ask the Town of Vic Park to protect this.</p> <p>Insufficient parking</p> <p>There is not sufficient parking in the proposal. 15 car spaces for 24 apartments are not enough.</p>

		<p>There is no street parking on Bishopsgate Street.</p> <p>And there is already insufficient parking around the park at Bishopsgate Street.</p> <p>This is simply not acceptable, and the proposal has not taken in consideration the surrounding area.</p> <p>Multi story</p> <p>I also object to a multi-story building, whether for social housing or privately owned. In view of the surrounding dwellings, this would stick out like a sore thumb.</p> <p>In view of the above, I believe that a more sensible option needs to be considered for this space.</p> <p>Kind regards,</p> <p>[NAME REDACTED]</p>
<p>337.</p>	<p>Neither Support or Object</p>	<p>In terms of Car Parking</p> <ul style="list-style-type: none"> • The planning reports and designs reference a public carpark on Koolbardi Park that does not exist • The reports reference street parking on Bishopsgate St, there is no parking on Bishopsgate St as this is a busy street and designated cycle way. • Raleigh St Cul-de-sac – in it's current form is already bumper-to-bumper parking (on both sides of the street) at certain times during the day and is reduced to one lane. • The introduction of a highly frequented driveway would present a traffic hazard as this turn-off is situated shortly after a roundabout that experiences frequent crashes. • There are inadequate car bays planned. Given the proximity to town, there is also the risk of illegal sub-tenancies. For example, I own a one-bedroom apartment on Berwick St, Vic Park and had to breach my tenants after discovering they had moved 4 people into a 30 square metre apartment. <p>Other issues</p> <p>Environmental – While the community love the lathlain park redevelopment, a large number of tall trees were purged for the project. The Carlisle area has continually experienced canopy loss and Millers Crossing formed part of what was a canopy strip that continues along the Kent St area which is frequented by Black Cockatoos. We were also attracted to the area because of these open spaces and am shocked that parks are being sacrificed</p> <p>Social / Safety Aspects - The local Carlisle neighbourhood watch Facebook page was started up due to anti-social behaviour permeating from social housing in the Raleigh St cul-de-sac. This has only improved over the past two years. The broader Carlisle area especially around Marchamly and Cohn have been experiencing large amounts of anti-social behaviour, substance abuse and crime that has been attributed to social housing in that area.</p> <p>Koolbardi Park next to the proposed development is frequented by young kids. It is my understanding that the developer of this complex's mission is to house homeless people living off the street. A population with 82% substance abuse 78% mental health or cognitive issues and 47% having all three. I note in the proposal that these units would be built for young mothers and women over 55, what assurances have been provided to the</p>

		<p>community that it would continue this proposed use and not become a Men’s shelter that could pose a higher risk to the community.</p> <p>In relation to young mothers, how can they guarantee they won’t come with substance abuse issues or move violent ex-partners in with them?</p> <p>Financial - We specifically purchased our properties away from social housing due to bad experiences with my rental property in Victoria Park. The majority of properties nearby have spent over a million and this large social complex is likely to affect future valuations and property prices.</p> <p>Planning Concerns – The majority of the surrounding dwellings are single-story, with only one dwelling being 3-story that is offset by a hill (Lathlain side of Bishopsgate).</p> <p>The site itself will tower over its single-story neighbours which will make it stand out and breed resentment (ala Brownlie Towers)</p> <p>The Carlisle / Lathlain precinct has been rapidly gentrifying over the past 10 years, with the suburb being now predominately young families.</p> <p>Lathlain Primary School is overflowing, especially in the lower year groups, has the impact on local schools been taken into consideration?</p> <p>Carlisle already bears the burden of a higher-than-average social housing percentage.</p> <p>On a side note, I’d be interested to hear feedback on whether any of these developments are occurring in the neighbourhoods of the My Home Housing board members.</p> <p>Suggestions</p> <p>Cut down the proposal to single-story or mixed single/double to be in line with our area.</p> <p>Provide community guarantees of use for Women over 55 etc</p> <p>[INFORMATION REDACTED]</p>
338.	Object	<p>Thank you for your undated letter regarding the above, received on the [DATE REDACTED].</p> <p>Back in January this year this matter was raised and I refer to my reply - a copy of which is enclosed. I am very disappointed to find that this land is still being considered for development, not to mention a 3 storey building consisting of 24 apartments. The majority of these Community Housing Tenants will probably be pension based and low income Tenants who may or may not have vehicles. Hence where is the closest bus stop? If they are elderly Tenants, walking may not be an option. Taxis', ambulances and support workers (which some of the tenants may need) will be disadvantaged because of the congestion caused by the vehicles parked in Raleigh Street. This will cause frustration and anger. With the upgrade of the rail line from Armadale to Perth and the Thornlie link, a more suitable solution would be to build closer to the rail stations where there is shopping facilities and amenities close by. As previously stated in my letter of the 7 January 2024, the problems of anti-social behavior and parking have been an absolute nightmare. The Police frequent Raleigh Street several times a week. There have been break-in, and concerns that have increased in that time. The parking in Raleigh Street is an absolute disaster with cars parked along both sides of the street and on the verge. This was made worse when Council narrowed the street with concreting along the verge. Indented car spaces would have made a huge difference. When football is on across the road, more cars are parked in the Street and on some days it is near impossible driving down Raleigh Street to our property.</p> <p>Rate paying Residents in this area deserve some consideration and I don't think asking for this small piece of parkland to be kept free of development is too much to ask. It is release for people to walk and enjoy the solitude without the closed in/high density that is taking over the city and causing the anti-social behavior. With the increase of population, this will only get worse. My co-owner walks around the park daily for exercise, and I, myself do</p>

		<p>the same when in Perth. It is safer than walking the streets. I look forward to Council giving these matters serious consideration and keep this park/open space free from development for the Residents to enjoy and minimize the overcrowding in the area.</p> <p>Yours faithfully</p> <p>[NAME REDACTED]</p>
339.	Object	<p>We refer to the proposed modifications to the above lands. We the undersigned are the owners of Unit 3/10 Raleigh Street, Carlisle, and wish to voice our strong opposition to any development of the abovementioned lands. Our reasons are as follows</p> <ul style="list-style-type: none"> • Blocks once housing one house, have been re-developed into multi units, reducing the open space of back yards. • Residents in Raleigh Street have only got Lots 1004, 1003 and 1005 to exercise, take the children for walks and play, walk the dogs and generally stroll for fresh air and a safe area to escape the closed in feeling of having buildings close around us. Any further development will greatly reduce and hinder ours and other residents in the area the enjoyment of having the open space. • Another very Important aspect to consider Is the anti-social behavior In the area. This has become a real problem in recent times. Again any further development will create more of this problem. • As this residential area is close to the Victoria Park Café strip and Football Oval, any more congestion in the areas is detrimental to all residents. Parking for visitors and residents is at a premium now and further development exacerbates the problem even further. • The open space as it is now, creates a social lifeline of freedom, enjoyment and relaxation for the Aged Residents, young mothers, and those who suffer Mental Health issues. 'Waiking and the feeling of having "space" is an area where they can take time out in the open space to gather their thoughts, get out of the house for a break and assist in the healing of health issues. <p>These areas have been set aside as open spaces and should remain so. Creating further congestion and social issues does not fare well for the local residents, Local Coqncil (whom we are sure would like contented rate payers) and visitors.</p>
340.	Neither Support or Object	<p>Thank you for your letter providing the Department the opportunity to review this application for development approval.</p> <p>The Department notes that proposal is approximately 140m from [INFORMATION REDACTED] and it is anticipated to have minimal impact on the kindergarten.</p> <p>In view of the above, the Department has no in principle objections to the proposal.</p> <p>Please let me know if you need any further information.</p> <p>Kind regards,</p>
341.	Object	<p>Hi I am writing to voice my objection to the proposed above development.</p> <p>I am absolutely opposed to an apartment building with 24 apartments and only 15 car spaces. If you drive down Raleigh Street any time of the day, parking is already horrendous as with Bishopsgate Street. The only difference is you can park all the way to the end of Raleigh but not Bishopsgate</p>

		<p>due to the roundabout at the end of the street. Twenty four apartments must have their own parking and if they can't deliver that, then downsize the development. I can only surmise that in some cases some of the residents will have more than one car, so even more pressure on both streets. So please review this development so everyone is allocated their own parking space. Carlisle is a lovely, small suburb and it will be sad to see a development change it due to high number of residents and vehicles shoved in a tiny area. Please use your common sense and oppose this current development.</p> <p>From [NAME REDACTED]</p>
342.	Support	<p>Hello <i>Town of Victoria Park</i>, proponent and WAPC.</p> <p>Agree with build-to-rent mechanism to be used by landowner WAPC.</p> <p>Agree with less car parking spaces.</p> <p>How fortunate <i>Town of Victoria Park</i>, and the nearby suburban communities of Carlisle, Lathlain, and East Victoria Park are in getting a well-designed, subtle, complementary development proposal such as this.</p> <p>Think the proponent has been very generous to bend the development through the central zone of the two properties.</p> <p>Applicant Planning Report.</p> <p>As revealed on Pages 17, 19, the new residential is for single (female) parents, and older women.</p> <p>How lucky some of these single parents are to be to score a location such as this, and an apartment as comfortable as this. Hopefully they use this opportunity to move their lives forward during their residential stay here.</p> <p>Agree with pre-fabricated construction.</p> <p>Tree Retention Report. By Emerge</p> <p>Note: No trees were native.</p> <p>Question: What if the adjoining property on 47 Bishopgate Street decides to redevelop. Are they to be imposed with the same standards of tree retention as this site? They have trees on the northern and western sides.</p> <p>If you impose it here (on the WAPC lands), then should you impose there too?</p> <p>[NAME REDACTED]</p>
343.	Object	<p>Hi Town of Vic Park,</p> <p>I just saw a recent consultation shared on our community page and strongly oppose the location selected for development of community housing. My partner and I only recently moved to Carlisle and were quite hesitant when moving for a number of reasons relating to community housing and associated crime.</p> <ul style="list-style-type: none"> • In 2008 I lived in Carlisle on Oats St and was the victim of assault when passing nearby community housing after finishing a night shift in hospitality

		<ul style="list-style-type: none"> • In St James [NAME REDACTED] lived near community housing and about 10-15 cars were smashed (including ours) and when we confronted the gang we narrowly missed another assault. We since moved out. • In Vic Park (Sunbury Road) there was community housing nearby and both our vehicles and our housemates experienced multiple smashed windows, screwdrivers in the ignition barrels of our motorcycles and scooters as wells as close calls with home invasion <p>[IMAGE ATTACHED TO SUBMISSION]</p> <p>When we selected our home [INFORMATION REDACTED] we both did a lot of research to make sure we move in as FAR away from all the community housing as possible. The development proposal for No. 6 Raleigh St, Carlisle is not 500 metres from our new home. We would very much appreciate to be kept in the loop of any discussion relating to this proposed development and do not support the removal of the parks and trees on this land which we often walk through for purpose of community housing.</p> <p>Separate concerns relate to the proposal for 3-storey building which would impose on our skyline, and general aesthetics. Additionally nature should be considered too. We often walk along the path in red below, and there are some lovely large trees which are homes to many birds. Despite only having moved to Carlisle in September, we have seen black cockatoos landing in these trees on numerous walks.</p> <p>The new elevated train line is already eating into our sunlight hours and view. Whilst this proposal won't impact sunlight and view from where we currently live it will still impact the aesthetics when going for walks, as well as the local residents in that area..</p> <p>Finally, the proposed parking arrangements are a concern. Parking is already an issue in our area so suggesting 15 resident car spaces for 24 dwellings is only going to further cause issues.</p> <p>How can we keep involved in discussions relating to this development?</p> <p>Many thanks and kind regards, [NAME REDACTED]</p>
344.	Object	<p>Dear Sir /Madam With reference to the Three storey building at the above sites we strongly oppose the development as we feel that there are not enough carbays for the proposed 24 Multiple Dwellings. Kind Regards [NAME REDACTED]</p>
345.	Object	<p>I own my property and live at [INFORMATION REDACTED] and I would like to add my comments to the proposed development at the Lathlain end of Raleigh st. The current traffic conditions on Raleigh st are hectic at best. The amount of traffic turning around in my driveway and parking at the front of my property is horrendous, this traffic goes from 6:30 am until after midnight. This traffic is associated with the Carlisle bakery in the early hours of the</p>

		<p>morning until it closes around 6:00pm. The Amici Miei Non Solo pizzeria traffic then descends on the street after this and I have cars coming and going parked in the front of my property until after midnight.</p> <p>The traffic congestion trying to get out of Raleigh st onto Archer st has now become dangerous due to the high numbers of movements both on Raleigh st and on Archer st. I have been reversed into on two occasions from cars backing out of the bakery car parking bays onto Raleigh st while stopped in my vehicle at the stop sign on Raleigh st.</p> <p>I can not see how the addition of potentially 42 more vehicles in the new apartments will help either the current parking problems or the amount of traffic movements on Raleigh and Archer streets.</p> <p>I suggest the installation of a traffic monitoring device (counter) at the Archer st end of Raleigh st to get an idea of the current traffic situation to help deal with the facts and not hearsay. Also having a Town of Victoria Park official (e.g. a Ranger or Parking officer) monitor both the traffic numbers and speed of vehicles using Raleigh st as well as the parking situation over a 24hr period preferably on weekends.</p> <p>[NAME REDACTED]</p>
346.	Object	<p>I wish to put forward my strong objection to the dwelling in general but the parking in particular. Not even allowing 1 car parking space per dwelling is ludicrous. Street parking is already limited with restrictions in place. Trying to drive down some streets is downright dangerous as it is. Residents and visitors are parking on both sides of the road. When there is an event on at the Eagles Headquarters it is Bedlam. This proposal would be a most unwise proposition.</p>
347.	Neither Support or Object	<p>I think it's great we are planning to build some additional community housing. I am glad to read some trees will be reserved. Please make a new plan to reserve more trees. There are a few issues with the current proposal. These all stem from one problem, too many apartments for the size of the block. There is insufficient parking for 24 apartments. Building so many will mean small spaces for people to live in and limited grass/trees and nature for them to enjoy. My suggestion would be to reduce the number of apartment units to ensure sufficient parking to each tenant and leave some room for grass/trees to remain so that people living there can still access nature instead of living in concrete boxes. I know we want to provide community housing but I hate how this proposal seems to be build lots and build it cheap. We must ask ourselves, would we be happy to live there? If we build less apartments, we can make sure they are built to last and with quality products (door handles etc) that don't break so easily. These building companies are opting for the cheapest products that break quickly. My main complaint with the current plan is that the parking is not sufficient. With 18 (2 bed) and 6 (1 bed) you will need at least 42 car bays. Unless the council is expecting people to access street parking on Raleigh? Which is already a problem given the amount of duplex homes on the street already. It's also a very dark road, so if they do continue with the plan to expect people to park on the road, planning for better street lights is necessary. Thanks [NAME REDACTED]</p>
348.	Object	<p>[REDACTED NAME]</p> <p>I support the need for longer term housing, however, the impact of the development proposal will be an increase in traffic using Raleigh Street and further congestion of the street due to roadside parking in Raleigh Street as there is no roadside parking on Bishopsgate Street. Are you able to inform me what traffic surveys have been conducted in Raleigh Street? The proposed parking is inadequate with 15 parking bays and 2 visitor bays with the potential for 42 vehicles between the residents, 27 of them needing roadside parking.</p> <p>The plan is unclear whether or not the Bishopsgate address residences are accessible by vehicle via entry from Raleigh Street and visa versa - if so this will potentially increase traffic.</p>

		<p>[IMAGE ATTACHED TO SUBMISSION]</p> <p>I have included some photographs taken of Raleigh Street to show current parking (these are not included in the portal as it wouldn't allow me to upload .jpeg's). Vehicles are parked on both sides of the road allowing only one vehicle pass through at any one time. Of late there has been an increase in speeding vehicles (and fishtailing whilst weaving between cars) which is a potential accident waiting to happen given that there has been an increase of young families moving into the area. I do know of residents who have proposed in the past that there only be parking on one side of Raleigh Street. I believe other suggestions have been made to install speed humps or chicanes to reduce speeding.</p> <p>Visitors to the shops congest Raleigh Street at the Archer Street end making it difficult at times to turn into Raleigh Street. Has there been any consideration for a roundabout to be installed at the Raleigh Street and Archers Street intersection?</p> <p>More than happy to discuss further as I do not support the current proposal.</p>
349.	Object	<p>As Owner and resident of [INFORMATION REDACTED] Raleigh Street I am writing to object to development application 5.2024.93.1 for 24 Multiple Dwellings in a Three Storey Building.</p> <p>It is critical that the Town of Victoria Park apply State Planning Policy 7.3 to a high standard when assessing this development and making its determination. It must use all levers available to it, to achieve the WAPC's explicit intention for the site for it to be:</p> <ul style="list-style-type: none"> • a demonstration of high-quality medium density development • an opportunity to use the WAPC's process for sale of land to ensure this outcome • envisaged as suitable for terrace housing <p>The proponent has failed to satisfy State Planning Policy 7.3 to an acceptable standard and is well below meeting it to a high standard. The proponent did not consider terrace housing.</p> <p>A high-quality development outcome is essential to building and maintaining support for increased density in inner suburbs, as well as social housing. The sites' location and high visibility means that the outcome achieved, whether positive or negative, will be high impact not only on the surrounding residential community but also to the many visitors of Mineral Resources Park, Koolbardi park and Lathlain plc, as well as users of Roberts Road.</p> <p>The remainder of this comment addresses how the proposed development fails to satisfy State Planning Policy 7.3 and State Planning Policy 7.0 to an acceptable standard.</p> <p>SPP 7.3 VARIATIONS TO R CODES – DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT</p> <p>SPP 7.3 allows for flexibility in design solutions when a proposal may not be compliant with standard R codes due to site constraints or specific urban contexts.</p> <p>The development proposes 15 car spaces for residents and 2 visitor car spaces in lieu of a minimum of 24 car spaces for residents (1 car per apartment) and 6 visitor spaces, and as such is non-compliant. We understand that the applicant is requesting 'deem to satisfy' on the following basis: 1) proximity of proposal to active transport and retail centres; 2) alternative offsite parking; and 3) the feasibility of providing additional parking on site.</p> <p>1. Although the applicant states that the proposal is close to Albany Hwy and Archer St retail areas, Archer St is approximately 450 m from the site</p>

and does not currently provide for walkable diverse retailing that can cater for day-to-day household needs; furthermore, Albany Highway is approximately 1 km from the site with the Park Centre shopping area, approximately 1.3 km. We believe that this is not sufficient to reduce car ownership in preference of active transport, especially considering that development is intended to cater predominately for single parents with children. The applicant has not demonstrated that the demand for parking is lower than minimum requirements.

2. It is noted that reduced onsite parking has also been justified on the basis that there is a large public car park directly opposite the proposal site on Bishopsgate Street, with vehicle access immediately in front of the site. It is noted that this car park no longer exists and there is not significant public car parking elsewhere within the vicinity of the site. There is no street parking on Bishopsgate Street and limited street parking on Raleigh Street. Raleigh Street already has a high volume of street parking making it difficult at times for local residents to safely navigate the street. Should this development proceed in its current form, there is a high risk that there will be inadequate parking on Raleigh Street for residents. This will adversely impact residents through amenity loss and decreased safety. The Town of Victoria Park may need to impose parking restrictions on Raleigh St, potentially affecting retail outlets and restaurants on Archer St.

3. The applicant states that it would be necessary to remove additional trees to meet the required amount of parking. An outcome that would result in additional tree removal is unacceptable and goes against the rationale provided by the WAPC for rezoning the land. This included the opportunity to develop the subject land as a demonstration of high-quality medium-density development. An appropriate high quality design response should prioritise retention of tree canopy. The proponent should reconsider the development approach achieve an acceptable level of parking – by reconsidering basement parking, lot yield and or a mix of social and private housing for profit to fund additional development costs of basement parking.

SPP 7.0 RESPONSE TO DESIGN PRINCIPLES

Context and Character

The proposal fails to fully address the character of the surrounding area. The proposed development's overall building bulk and scale and relationship to existing neighbouring development is out of proportion and is poorly integrated. Failure to respond appropriately to the context and character of the site to an appropriate standard is concerning.

Importantly, the proposal fails to address and respond to the residential area immediately opposite the site that is bounded by Miller Street, Bishopsgate Street and the Armadale rail line. This area has increased dwelling density consistent with the split R40/60 zoned area of the Lathlain Precinct Plan and is the area that the WAPC referred to when justifying an R60 zoning. This adds important context for the character of the surrounding area. Although predominately two storey, with some three storey dwellings, it is important to note that the scale and massing of these developments is broken through varied height, material use and architectural design differences. The proposed development has no variation in height or material.

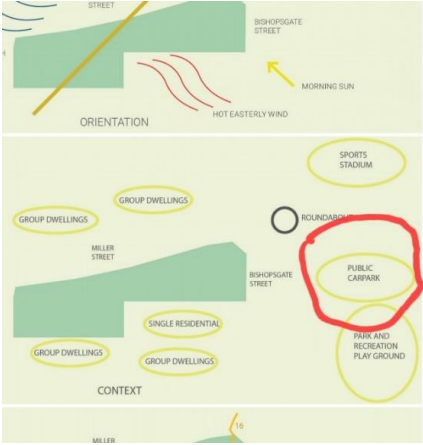

The proposal also fails to characterise the site's current land use and its visual and amenity value. Millers Park is currently used as Public Open Space and is managed as such by the Town who have identified a number of significant trees on the site. The planned retention of existing trees onsite is commendable. It is however noted that the proposed development will result in a loss of social and visual amenity. Although many trees are retained, their value will be lost through the exclusion of public access and through the visual impact of the development. The proposal does not address how the design will respond to the inevitable loss of amenity and environmental impact. Of note, the site is a regular feeding site for Black Cockatoos – there is lost opportunity in enhancing ecological processes within the area. As such, the proposal should demonstrate how loss of amenity and environmental value is mitigated through good design and where possible, demonstrate how the ongoing health and resilience of the trees will be

		<p>maintained, how tree canopy can be enhanced and how the local sense of place will be maintained.</p> <p>Built Form and Scale</p> <p>The built form of the adjoining areas mainly consists of single storey dwellings. This is reflective of the surrounding R 30 zoning. However, the current form of the proposal is a single 3 storey block of 24 apartments with a pitched roof. The massing and scale, as proposed, is incongruous with the surrounding built form. Although staggered in setback, the design appears uniform in nature which may also be compounded by the long elevation along Miller St. There is a concern that it will negatively impact both on the surrounding residential area and the Miller Street streetscape.</p> <p>As discussed above, importantly, the proposal also fails to address the residential area immediately opposite the site bounded by Miller Street, Bishopsgate Street and the Armadale rail line. This area has increased dwelling density consistent with the split R40/60 zoned area of the Lathlain Precinct Plan. This adds important context for the character of the surrounding area. Although predominately two storey it is important to note that the scale and massing of these developments is broken through varied height, material use and architectural design differences.</p> <p>Community</p> <p>In characterising the site and discussing broader community needs, the proposal fails to acknowledge the existing social housing within the direct and broader area and how this development will lead to a concentration of social housing rather than diversity in housing in the immediate area. We believe the broader community will be better served through providing a mix of housing type and tenure such as affordable essential worker housing to complement the existing social housing on Raleigh and Bishopgate streets.</p> <p>Affordable housing</p> <p>The proposal states that design and construction also consider the affordable housing development budget using a pre-fabricated timber closed panel system and cost conscious selection of finishing materials and products. The proponent has failed to demonstrate that cost conscious does not equate to poor quality – without any information to the contrary there is a very real prospect that the development may be of low quality and age badly. Again, we believe that this goes against the rationale provided by the WAPC for rezoning the land which included the opportunity to develop the subject land as a demonstration of high-quality medium-density.</p>
350.	Object	<p>I am emailing to submit my comments on the application for development of lots 1004 and 1005 Raleigh St and number 45 Bishopsgate St Carlisle. Development application number 5.2024.93.1.</p> <p>I am strongly OPPOSED to this development due to the following concerns,</p> <p>An increased presence of Anti Social Behaviour. Living adjacent to existing Department of Communities and Housing owned and rented properties on Raleigh Street I am already having to live next door to anti social tenants and the many stressful situations this presents regularly. As there is already Department of Communities and Housing properties within the immediate area of the proposal I feel that the area does not need to increase this social element within such a small pocket of the Town of Victoria Park, why are we adding more?</p> <p>An increase in traffic within the area. There are insufficient parking spaces for the dwellings proposed so residents will be parking on streets causing increased pedestrian and traffic hazards. This area is already a nightmare to drive around and it is proposed to increase residency substantially without consideration of traffic management within a cul de sac.</p> <p>The loss of even more vegetation that supports our wildlife. There are many large old trees on these blocks that are providing food and shelter for</p>

		<p>birdlife, particularly there is an old pecan tree on the properties that the Black Cockatoos love.</p> <p>The reason I choose to live in this area is the many green open spaces. Building a 3 storey dwelling in this location will cause the park at Rutland Ave/Raleigh St to become enclosed/secluded and increase the risk of anti social behaviour in this park.</p> <p>Once again to am AGAINST and strongly OPPOSE this proposal. Please reply to my email to confirm that my comments have been received and submitted as part of the community consultation.</p> <p>Regards</p> <p>[NAME REDACTED]</p>
351.	Object	<p>I have owned a property and lived on Raleigh St for almost 18 years.</p> <p>One of the main reasons I chose Raleigh St was the cul - de - sac and parks at the end of the street.</p> <p>I have followed the progress of discussions/applications/comments/decisions etc over the years and have given feedback to the town and Hannah Beazley most recently.</p> <p>I was pleased that a compromise was made and we retained some of the park area. I sympathise with all levels of government in their attempt to provide housing for those in need.</p> <p>However, I was stunned when I heard about a 24 unit development on the site!</p> <p>The traffic and parking issues on this end of Raleigh St have become major problems over recent years. I and other residents have been in accidents and near accidents on many occasions due to the congestion at the intersection of Raleigh and Archer St. I can't imagine how 24 units will only have 15 car spaces and 2 visitors spaces. The road parking, which has become a big problem is going to get a lot worse.</p> <p>I really hope the committee will take this all into consideration when deciding on the application.</p> <p>Many thanks for your consideration.</p> <p>[NAME REDACTED]</p>
352.	Object	<p>Good morning, I am a resident of Rutland Avenue, I am 17 years old and am writing about the application for development of public housing on lots 1004 and 1005, no.6 Raleigh and no.45 bishopsgate street.</p> <p>I am strongly against this application for a number of reasons, these are the ones I feel most important. I have lived on Rutland my whole life, and I am very close to the park at the end of Rutland Ave, this area is very nice and always has been, however in the past couple years the houses behind me have been given up to "public housing". The people who have been living there are in all respect horrible, loud, abusive towards one another and my family, antisocial and downright disgusting. I have learnt many words from the English language which I really shouldn't have until I was much older, I am happy to elaborate should you get back to me. I don't think but I know that putting the proposed housing in that area would bring down the lovely reputation of this area, the park next to me would be trashed as I'm sure whoever you put up in those apartments would not be the type of people to have much care for their surroundings, and the amount of antisocial behaviour will increase. If you look up the amount of complaints for department of housing already existing for this area is appalling and it should not be that high, I myself have been genuinely quite frightened by my</p>

		<p>neighbour's behaviour for my own safety, and have had to submit reports and call the police for violence. I was only 15. Developing anything in that park will turn this place into a [REDACTED], excuse my language but I learnt it from my lovely neighbours. My parents even fear for their property value declining because of this development.</p> <p>Again, I am strongly AGAINST, please take my accounts into consideration, thank you, and have a nice day.</p>
353.	Object	<p>We are writing to formally object to the planning application Ref 5.2024.93.1 for the proposed 24-unit, 3-storey development as above. While we understand the need for housing development, we have significant concerns regarding this particular proposal.</p> <p>PARKING Insufficient Parking 24 Units - 15 car bays plus 2 visitor bays - Raleigh Street and Roberts Road are already congested with parking. Further overflow will increase traffic impacting local residents and does not meet the practical needs of future residents which is likely to exacerbate the issue. Raleigh Street is especially difficult to navigate in and out of Archer Street at busy times of the day, this is already impacting residents who reside at that end of Raleigh Street. We do not want the last remaining green space the other side of Raleigh Street below the bridge to become an illegal parking area.</p> <p>***NOTE*** Incorrect information in the application</p> <p>The suburb has four major parks and recreation reserves. Carlisle Lathlain Bowling Club, several schools, nursing homes and South Metropolitan TAFE are nearby. There is a large free public car parking area adjacent to Koolbardi Park, immediately opposite the development site with access directly in front of the development site.</p> <p>TRAFFIC AND SAFETY CONCERNS Both Bishopsgate Street and Roberts Road are very busy roads, and the influx of additional vehicles will exacerbate traffic issues leading to higher noise and emissions along with the risk of accidents and the safety of the very young and the elderly residents. Safety measures and traffic assessments should be re-evaluated</p> <p>SOCIO-ECONOMIC CONSIDERATIONS While affordable housing is necessary, the potential for low socio-economic occupants should be considered carefully. How much social housing is already in the Carlisle Lathlain area? What is My Home's (approved by Dept of Communities) criteria for the clientele who will reside in this development? Does the criteria for residency include tenants who are homeless due to being just released from the prison sector or on bail? If so will the community be informed. Large numbers of vulnerable clients with varying needs being housed in one large complex can potentially lead to unacceptable behaviours. Anti social behaviour involving Dept of Community Services clients is already occurring in this area. We have experienced this behaviour recently.</p> <p>CONSTRUCTION The proposed use of timber frame construction raises concerns about the long-term durability and safety of the buildings. Timber frames, while environmentally friendly, may not offer the same level of resilience as other construction methods, particularly in the event of a fire or extreme weather conditions. This should be reassessed to ensure the safety and longevity of the development.</p> <p>ENVIRONMENTAL IMPACT and LOSS OF GREEN SPACE AND TREES The environmental impact of constructing a 24-unit development in this area should not be overlooked. We need this green space and all the trees, the loss will have implications for noise and environmental effects including more air pollution from vehicles.</p>

		<p>The 60 year old pecan nut tree provides food for many local black cockatoos and parrots who feed from the tree on a regular basis. It is noted to be saved - however no approval is necessary should it to be removed if required during the build as it is not native to the area. Please PROTECT this tree. Measures should be in place to mitigate any negative environmental effects.</p> <p>CONCLUSION</p> <p>In light of these concerns, we urge the council to reconsider the approval of this planning application. If this development is to proceed a more balanced approach, possibly involving fewer units, more parking, and alternative construction methods, would better serve the community's interests. Ensuring adequate infrastructure, safety, and environmental sustainability should be paramount in any development decision.</p> <p>Thank you for considering our objections. We hope the council will take all residents concerns into account to ensure any future development is truly beneficial for the community.</p> <p>Yours sincerely</p> <p>[INFORMATION REDACTED]</p>
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No.	Position	Submission Received (Media)
7.	Object	
13.	Object	

<p>18.</p>	<p>Object</p>	<p>Did you know?</p> <p>Planting new trees and landscaping is essential. However, replacing an existing mature tree with new, younger trees does not account for the many years of growth required for them to reach a size that will provide significant environmental, economic, health and wellbeing benefits.</p> <ul style="list-style-type: none"> A single mature tree can absorb as much as 21 kilos of CO₂ in a year. It takes 80-100 years for trees to form hollows for wildlife to use. In extreme heat events, shading provided by large trees can reduce energy use and associated costs by 10%. One large tree can release enough oxygen back into the atmosphere to support two people for a year. Removing trees reduces shade, increases temperatures and reduces amenity. <p><small>Adrialside Garden Guide for New Homes 7</small></p>
<p>41</p>	<p>Object</p>	<p>The map shows a residential area with streets including Bishopsgate St, Miller St, Roberts Rd, Planet St, and Latham St. Key locations marked include Latham Primary School, Koobardi Park, Koobardi Park Tennis Court, Latham Skate Park, and The Guitar Lo. A yellow circle highlights a site located between Roberts Rd and Planet St, near the intersection with Bishopsgate St.</p>

56

Object



Illegal parking along Bishopsgate Street due to poor planning to not include car parking for Koolbardi Park.



Illegal parking along Bishopsgate Street opposite the site of the proposed development.






One of multiple car accidents occurring on the roundabout intersection of Roberts Road and Bishopsgate Street.



Cars illegally parking in the bike lane makes it difficult for children to cross the road due to poor visibility of oncoming traffic.

<p>74</p> <p>Object</p>	<p>Architectural site plan showing building layout, rooms (e.g., TWO BEDROOM, ONE BEDROOM), and landscaping details. Includes a legend for symbols like DRZ, NEW MEDIUM SHRUB, and VEGETABLE AND HERB GARDEN. A red circle highlights the 'ENTRANCE TO PUBLIC CAR PARK'.</p> <p>NOT FOR CONSTRUCTION!</p> <p>MICHELLE BLAKE ARCHITECT 18 Brisbane Terrace, Port Western Australia 6000 Telephone 08 11 61 61 64 mblake@optusnet.com.au</p> <p>45 BISHOPSGATE STREET & RALEIGH STREET, CARLSLE "MY HOME"</p> <p>SITE PLAN</p> <p>Aerial map showing the site location at the intersection of Miller St and Roberts Rd. A red circle and arrow point to a 'Rain runoff / soak area aka hole in ground' near the intersection.</p>
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<p>174</p> <p>Object</p>	<p>Photograph of a residential street. A white car is parked on the right side of the road. A red car is stopped in the middle of the road, with a person standing next to it. The street is lined with trees and houses.</p>
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<p>307</p>	<p>Object</p>	<h2 style="text-align: center;">Koolbardi Park Public Car Parking</h2> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>Jan-2018 Public carpark still exists.</p>  </div> <div style="text-align: center;"> <p>Apr-2020 The public carpark used to justify the lack of car spaces has been removed.</p>  </div> </div>
<p>343</p>	<p>Object</p>	

348	Object	 <p data-bbox="1272 379 1814 411"><i>[VIDEO FILE ATTACHED BUT NOT INCLUDED]</i></p>