

REMIT

How do we plan for more homes in and around Blackburn, Nunawading and Mitcham, while strengthening the things that make these places unique?

1. INTRODUCTION

The Statement of Advice presents the outcomes of robust and spirited discussions of the Community Reference Group (CRG) representing the Blackburn, Nunawading and Mitcham cluster of activity centres.

This CRG brought together 29 community members,

- with a range of experiences among participants included a church representative, professionals and from university students to retirees, and
- representing a wide range of local lived experiences, from months to more than fifty years,

all united by common interest in the future of our activity centres.

As the group disproportionately represented the population in each activity centre with some having less involvement in other ACs than their own, i.e. two thirds of the group were from Blackburn, which has caused a bias in our 'Love-Loathe' responses.

The group reviewed DPT's drafts for activity centre catchment boundaries and density/ height proposals, in a collaborative approach, ultimately capturing diversity of views, not consensus.

Across the experience, the CRG absorbed information from DPT and town planners before breaking into focus groups for each activity centre. Thoughts, opinions, examples, specific knowledge, ambitions, and concerns were shared, and there was much passionate discussion

The CRG recognises the opportunity they have been given, and the importance of the task ahead. We hope the DPT listens to our input and considers our views of what makes these places unique.

[A short summary of who and how this statement was developed, less than one page]

2. WHAT WE LOVE AND VALUE ABOUT THESE ACTIVITY CENTRES

What we love and value

The below responses represent the group's consensus on each of the characteristics.

Green spaces, tree canopy and natural environment

People consistently value the existing extensive open and green spaces, including parks, reserves, tree-lined streets and established vegetation. There is a strong connection to the tree canopy of existing old growth trees with their hollows, for their value for bird and wildlife habitat and the broader natural environment. An international film crew actually came to Blackburn because of the environment we have and the unique wildlife that thrives in our urban environment. In particular, the local residents value the ability to enjoy the song of the local birdlife. We encourage planting of new vegetation within the proposed activity centre catchment however it is important to recognise this is not a substitute for the values that our current canopy trees provide for quality of life. Permeability and space is essential to grow canopy trees and planning for this needs to be included in both private and public development.

Village feel and local character

There is a clear desire to retain a “village feel”, with local character maintained through low-rise, mixed zoning, and community-focused areas such as local shops, outdoor cafe dining, in our neighbourhood destinations - Blackburn's South Parade and adjoining strip streets - Main/Gardenia, Nunawading's Station Street and Mitcham's Britannia Mall. We want to see a broader diversity of shops that service community needs. Eg Mont Albert

Our neighbourhoods are totally the opposite to Box Hill which consists of tall towers and enclosed spaces - no one enjoys walking on the streets and no greenery, and we want our neighbourhoods to not end up looking that way.

Community and places to gather

People value places to meet, eat and socialise, including small strip shopping areas and community destinations. Community facilities and shared spaces support a strong sense of belonging.

Heritage and built character

Heritage is important, including both heritage overlays and built form. Some key examples include South Parade's 104-114 and 128, Mitcham's old Post office. People want to retain consistent design features using materials that reflect the existing history/neighbourhood character. Sustainable and diverse designs that are sympathetic and incorporate greenery including vertical gardens and contribute solar energy sources, and materials that are alternative to concrete and glass.

Walkability and safe streets

Safe streets, particularly for pedestrians, are important. Walkability and the ability to move easily through the area are key aspects of what people value.

Access and connectivity

Access to public transport and connections for walking and cycling are valued, along with proximity to services and ease of getting around the area. Safe Alternative transport (eg bikes) linkages that join the activity centres and existing services such schools, Nth Blackburn Shopping centre, religious centres and green spaces. I.e. what crossing Blackburn Rd and whitehorse rds.

What would need to remain for it to still feel like this place

Retention and strengthening of green space and tree canopy

Established open spaces need to remain, including parks, parkland and creeklands, with old growth, canopy trees staying in place and added to over time and contributing positively to climate change. Greenery, tree canopy and natural environments are seen as essential for their role in providing shade, stormwater mitigation and flood protection. Further, this is important to maintain and improve the quality of life / mental wellbeing for the community and attract and maintain the natural habitat for wildlife. Existing gardens are valuable food sources for humans and wildlife as well as being a creative outlet for some. These smaller green spaces may be hindered by overshadowing or pollution when building.

Built form that respects existing character and scale

Development should maintain what is already valued, with some focus on low-rise for specific areas, retaining strip shopping areas and ensuring buildings maintain historic features and built of quality materials. Heritage facades and overall character should be preserved, with new development fitting into the existing streetscape rather than replacing or towering over it.

Walkability, and connected movement

Flow and movement need to be maintained, with walkability for people and continued access for bikes, prams, mobility aids and cars with minimal negative impact on adjacent residential areas. Pathways that connect and mitigate barriers such as Whitehorse Road and the railway line that currently split our communities are important, along with access to public transport and easy movement through the area. It is important to consider the needs of the whole community, particularly those who have a disability.

Ongoing provision of community and recreational spaces

Community spaces such as sporting grounds, playgrounds, parklands and places to gather including street dining opportunities should be enhanced and increased. These spaces support social connection, recreation and everyday use, contributing to how the area functions.

Protection of residential amenity and privacy

Privacy for residents needs to be retained, particularly in relation to higher density development. Avoiding overlooking, overshadowing, protection of solar production, and maintaining a liveable residential environment is important to preserving how the area feels.

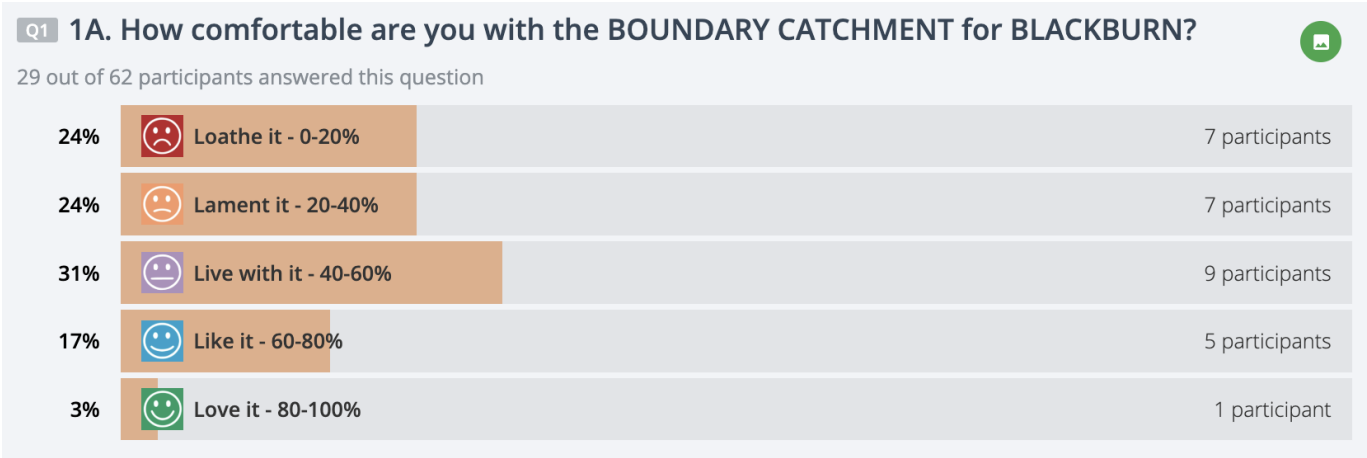
Support for community through infrastructure and services

Development should accommodate and consider infrastructure and essential services, ensuring the area continues to function well. This includes maintaining and enhancing access to facilities, supporting population needs and ensuring services keep pace with change.

Maintaining identity, diversity and community mix

The area should continue to support a mix of housing options. Age, cultures and household dynamics should be considered when building as well as including affordable housing, and retaining the identity of the place rather than becoming a replica of somewhere else.

3A. BLACKBURN - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Concerns about boundary size and extent

Overall, there is a strong consensus that the Blackburn Activity centre should be recategorised as HGI 2, reducing the target density and hence the catchment boundaries and maximum building heights, consistent with the recommendation of Whitehorse City Council. There is very strong support to refocus the additional population to areas that make sense to maintain the ‘village feel’ of Blackburn, and to reduce the overall maximum heights. This ties into the passion for protection of the flora and fauna of the area so reducing heights where there is existing tree canopy and expanding where there isn’t, is important to many. This includes the strong support for gradation of building heights, prioritising having a coherent core surrounded by inner catchment, surrounded by outer catchment. This also prioritises the core surrounding the station and existing infrastructure.

Extending outer catchment zones to the north of Laburnum Station towards Patricia Road and to the east of Middleborough Road, as well as east along Whitehorse Road towards the Nunawading activity centre was suggested, to make use of existing public transport connections. There is support for outer catchment zone extension along Whitehorse Road to provide further mixed housing options in this transit area between Blackburn and Nunawading activity centres. There is a mixture of opinions about this line coming along Elm Street or one or two blocks closer to Whitehorse Road. There was support from the group to use the Whitehorse City Council’s existing DDO planning map to rationalise the extension of the outer catchment towards Nunawading. Where boundaries are extended, consideration must be given to residents with visual, sensory and intellectual challenges.

Mixed views for recategorising the inner catchment along Laburnum Street to outer catchment or exclusion entirely and treated as SLO2, on the basis of concerns regarding bike paths, walkability (safety), tree cover and village feel. This would also support the gentle graduation along South Parade. This would be further supported by better pedestrian access to cross the Blackburn Train line and enables for more community gathering and connection.

There is support to change the inner catchment area north of Whitehorse Road encompassing O'Hara and Harald Streets to outer catchment, due to dead-end streets and narrow roads, including Williams Road, which is the main access road to these streets.

There is strong support to increase the core to encompass Queen Street and Station Street, in the interest of reducing the overall height of the core, particularly on the north side of Whitehorse road. Moving the north boundary of the core to the south side of Whitehorse Road is strongly supported due to the community services there, including the Kindergarten and Primary School.

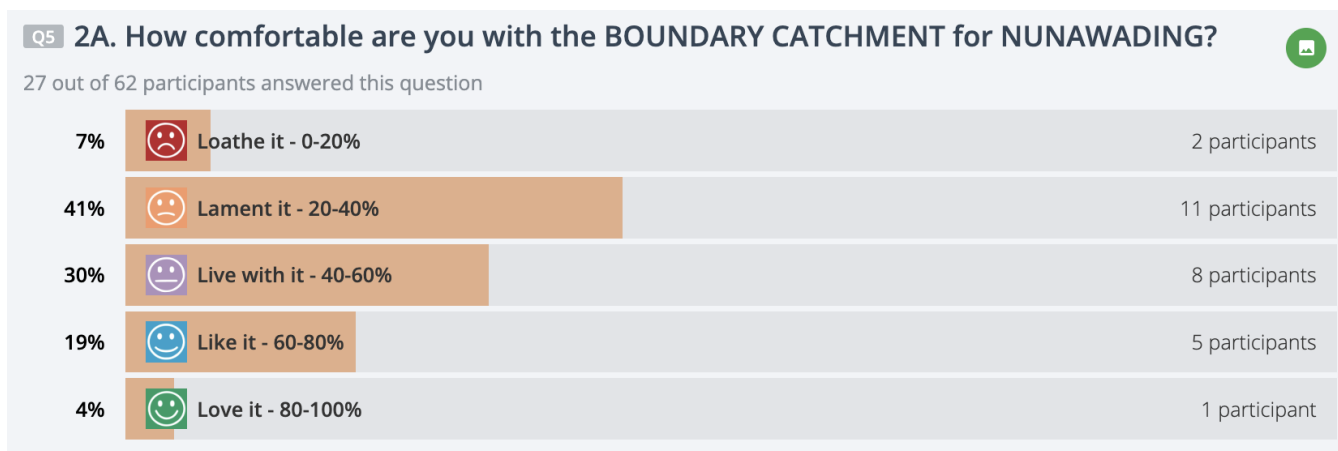
Also, there is strong support to extend the inner catchment to the east of the core into the commercial and industrial areas up to Cottage Street, south of Railway Road, with the potential of outer catchment reaching further east from there. This prioritises building in areas with less existing tree cover and fauna that rely on the area and supports better pedestrian access to Morton Park.

There is mixed opinion about including Morton Park in the catchment zone with nervousness surrounding future development. Some feel that Morton Park should be excluded from the catchment area in order to minimise risk of overshadowing, future development and safety of park users. However, if the inclusion promotes better facilities, bike paths and pedestrian access, then this has support from the participants.

Infrastructure and service capacity concerns

We questioned whether infrastructure, including roads, drainage and services, can support the proposed catchment. Some of us felt the area is already under pressure and that additional growth could worsen existing issues. There was a strong view that infrastructure needs to be considered alongside any boundary decisions which informed these boundary catchment change suggestions. There were requests from the group to have improved pedestrian crossings over the railway line to connect South Parade with Railway Road, and to connect the north and south sides of Whitehorse roads. For example, consider the construction of overpasses to separate pedestrian paths from the main road.

3B. NUNAWADING - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Mixed views on boundary size and overall fit

We expressed a range of views about the catchment, with some of us feeling it is too large and others comfortable with how it is drawn. Some of us saw it as “appropriate” or “makes sense”, while others questioned whether it fits the scale of Nunawading. There was a sense the boundary works in parts but could be refined.

Concerns about impacts on residential areas

We spoke about how the boundary extends into established residential streets and what this means for those areas. For example, Candlebark Estate (including Candlebark Lane and surrounds) is a newer self contained community abutting a creek and aged care facilities. It is currently in the Inner catchment but is subject to SLO11 overlay. We suggest removing Candlebark Estate from the catchment area and replacing it with the Silver Grove precinct, north of the train line. This is vacant land and abutts nearby shops on Springvale Rd.

Near the Whitehorse Rd and Springvale Road intersections, there are development opportunities for urban renewal including multi story developments including added commercial capacity.

Some of us were concerned about increased density in quiet neighbourhoods and the effect on how people live. There was a clear desire to better protect residential areas.

The area designated as inner catchment bordered by Mt Pleasant Rd, East India Avenue and part of Springvale rd should be reclassified to outer catchment density. Mount Pleasant Rd is adjacent to the new Tunstall Village (under development) Currently the maximum height is 3 stories. Increased heights along Mt Pleasant Rd would cause overshadowing issues for Tunstall Village residences. The streets mentioned are narrow and already struggle with increased traffic which will increase further once Tunstall Village is occupied. Narrow streets, overshadowing and safety concerns.

Traffic, parking and movement challenges

We raised concerns about congestion, traffic flow and parking, particularly around key roads and intersections. Some of us felt these issues already exist and would be made worse. There was concern about how people will move through the area if density increases.

Infrastructure and service capacity pressures

We questioned whether existing infrastructure can support the proposed catchment. Some of us pointed to drainage, services and general capacity issues. There was a strong view that infrastructure needs to keep pace with any growth. Much of Nunawadings drainage is not fit for purpose and is constructed of old clay piping which needs replacing.

Environmental and local condition considerations

We highlighted factors such as flooding, creek corridors, habitat areas and existing landscape conditions. Some of us felt these need to be more carefully considered in how the boundary is drawn. There was concern about building in areas with known constraints.

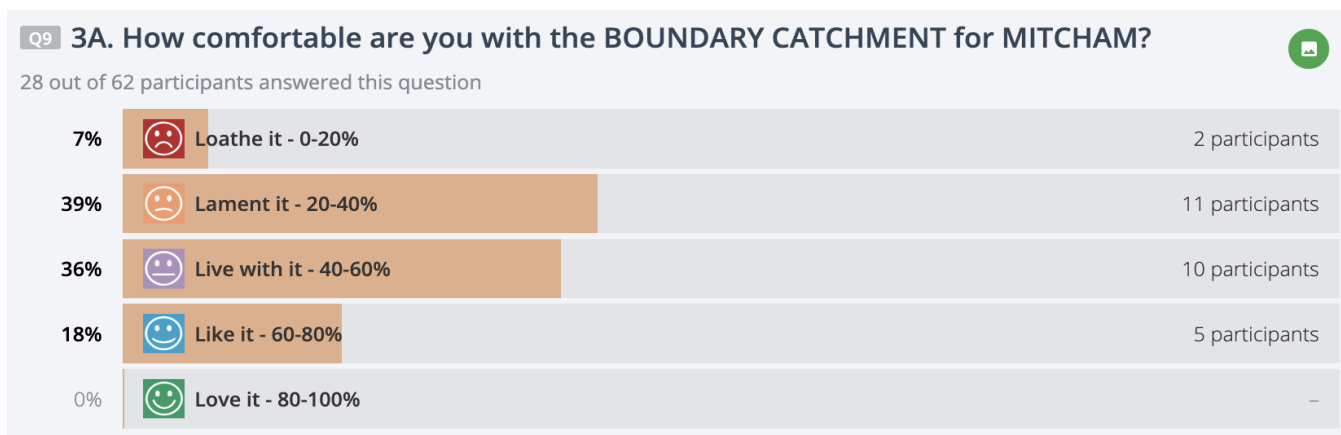
Suggestions to refine or adjust the boundary

We offered practical suggestions to shift, reduce or reshape parts of the boundary. Some of us supported pulling the boundary inwards, while others suggested different alignments. There is potential to rezone the non residential area bounded by Walkers road and Whitehorse Rd to add residential to the existing commercial buildings, east of the Fire Station. There was a shared focus on making the boundary more logical and responsive to local conditions.

Limited confidence and uncertainty for some participants

Some of us noted we did not have enough information or were unsure how the area would change. There was uncertainty about impacts and how decisions have been made. This reflects a level of caution alongside more confident views.

3C. MITCHAM - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Boundary Size and Extent

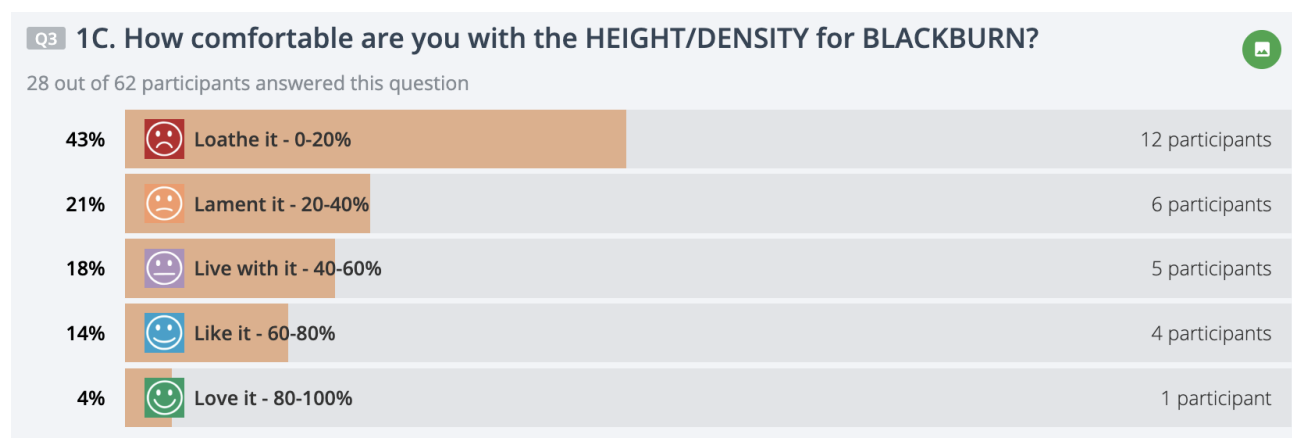
We expressed a range of views about the size of the catchment, with some of us feeling it is too large and others that it is too small or could be expanded and also include some rezoning of commercial/industrial areas. Some of us thought it broadly “makes sense”, while others felt it does not align with how Mitcham functions. There was a clear sense that the boundary is not quite right yet.

We would recommend the following changes to the catchment boundaries:

1. In the north west we suggest this area could be expanded to the outer catchment near the library shops and Walker Park updates. This should include Dunalvin Road to Ormond Avenue along Gillies Street and Victoria Avenue.
2. Remove Milne Street precinct bounded by Dunlavin Road, Victoria Avenue, and Alexander Street and Whitehorse Road service Road. This due to Milne Street being a cul de sac with no turning circle and multiple existing dwellings. Bin collections are already an issue for existing residents since the truck cannot turn.
3. Remove (or change to outer catchment) the William Street zone bounded by Mitcham Road, William Street and Doncaster East Road to Burnett Street. This area is too far from the train station and does not align with the other zones. It is a high traffic area - a hospital zone and kindergarten.
4. Extend inner catchment along Brunswick Street south of the railway line to be bounded by Mitcham Road, Brunswick Road, Cochrane Street, and the water easement parallel to Sim Street. This will allow more housing density in this area and it is accessible to the train station, cycle path, and Whitehorse Road.
5. The outer catchment area to the south of the water easement bounded by Mitcham Road, Simpson Street (includes Percy Street and Creek Road) and Reserve Avenue and bounded by Simpson Park in the east requires further scrutiny. The topography in this area will create overshadowing impacts than the flatter areas to the north, in addition to the distance to core. Further this area has significant tree coverage and birdlife which must be retained in keeping with the local area character.

6. Thornton Crescent area can be rezoned as an inner catchment to maintain symmetry around the core and introduce further opportunity for increased housing density. Bounded by Rooks Road, the railway line, Simla Street and Gibson Street alignment. The area south of the station can also be included.
7. North of the railway line bounded by Rooks Road, Whitehorse Road, and McGlone Street could be added as inner catchment and introduce further opportunity for increased housing density.
8. With regard to final catchment boundaries, there should be planned graduation where core goes to inner catchment and then inner to outer catchment to provide a gradual buffer and consider light and overshadowing.
In some locations this is currently not occurring e.g. William Street is inner out to nothing, the inner catchment to the west of the activity centre also is currently going from inner catchment to nothing (e.g. no outer catchment).

4A. BLACKBURN - KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



The above love it to loathe it data was based on the Stage 2 maps, we would like it noted that with the adjustments outlined in 3A and here that people are more live with it/like it than they were initially.

Strong concern that heights are too high and not appropriate

The density required on this map is too great compared with Nunawading and Mitcham, due to the HGI classification for Blackburn currently being 3. There is strong support that the classification should be changed to 2 as per recommendation of the City of Whitehorse, to bring Blackburn into line with the classifications for Nunawading and Mitcham.

We often said the proposed heights are too high for Blackburn and not suited to the area. Most felt the scale is excessive with a clear preference for lower height limits. There was a mix of opinions about maximum heights in the core, with a preference for a maximum of 6-8 storeys and a varied acceptance of 8-12 storeys in the core. There was a minority noting the benefit of taller building zoning for flexibility of planning and enabling lower heights elsewhere as a trade-off. There is a strong preference for the highest buildings to be north of the railway line, with many wanting South Parade having a maximum height of 6 storeys. The proposed core zone adjustments outlined in the catchment section will result in the lowering of the height limits north of Whitehorse Road where the existing Blackburn Hotel and Sikh Temple are located.

Desire to retain “village feel” and “leafy” character

We spoke strongly about protecting the village feel within Blackburn. This consists of many influences including the tree canopy, accessibility with bike and pedestrian paths, low rise buildings and a mix of residential and commercial. The majority of us felt higher density and taller buildings would undermine the character of Blackburn, and many felt that it would also undermine the livability.

There was a consistent emphasis on keeping the area low-rise and green. We need to ensure protection of old growth trees to allow native bird and wildlife continuity in the area. This is a significant characteristic of Blackburn, that needs to be guaranteed into the future. Blackburn is also well known to have a village-type atmosphere, particularly on streets adjacent to South Parade. The natural environment and streetscapes are very important and valued by residents, and helps to create this village atmosphere. Building heights and setbacks should be selected to compliment the existing streetscapes.

Impacts on amenity including overshadowing and privacy

We raised concerns about loss of sunlight, overshadowing of homes and gardens, and overlooking private homes and backyards. Some of us also mentioned wind, reduced open space and impacts on daily living. There was a clear call for better management of these impacts. Consideration of tall buildings being reduced near to playgrounds, parks, childcare facilities and schools to ensure safety of children. There were also concerns about buildings in South Parade overshadowing or damaging existing heritage buildings.

It was strongly felt that the specifics on what the setbacks entail should be clarified. In addition, the road facing building heights shown in the Box Hill SRL plans were discussed as a good way of offsetting larger buildings. The gradation of building with a 'wedding cake' structure was strongly supported as a way of preserving the village feel of ~8 storey buildings. Many are still concerned about the overshadowing of any buildings over 8 storeys in height. Further to the overshadowing concerns, are the negative impacts to local wildlife from light and noise pollution from taller buildings.

Infrastructure and traffic not keeping pace

We questioned whether the existing roads, parking and services can support increased density. Many of us described existing congestion and pressure on infrastructure, and felt further development would worsen this. There was a strong link made between density and infrastructure capacity. For example the parking for station access already exceeds the dedicated carparks and extends north of Whitehorse Road and south of The Avenue. This combined with school access at drop off and pick up times would mean there is no room for extra parking in the neighbouring streets where these buildings are proposed. Many of these streets are already functionally one-way due to parked cars. Improved connectivity around Blackburn station is essential as with pedestrians, buses, cars and bikes it is already a complex situation. We believe that this would be benefitted by further pedestrian crossing of Blackburn station near Morton Park. Also access for emergency vehicles can be impeded with extra parking in established narrow streets.

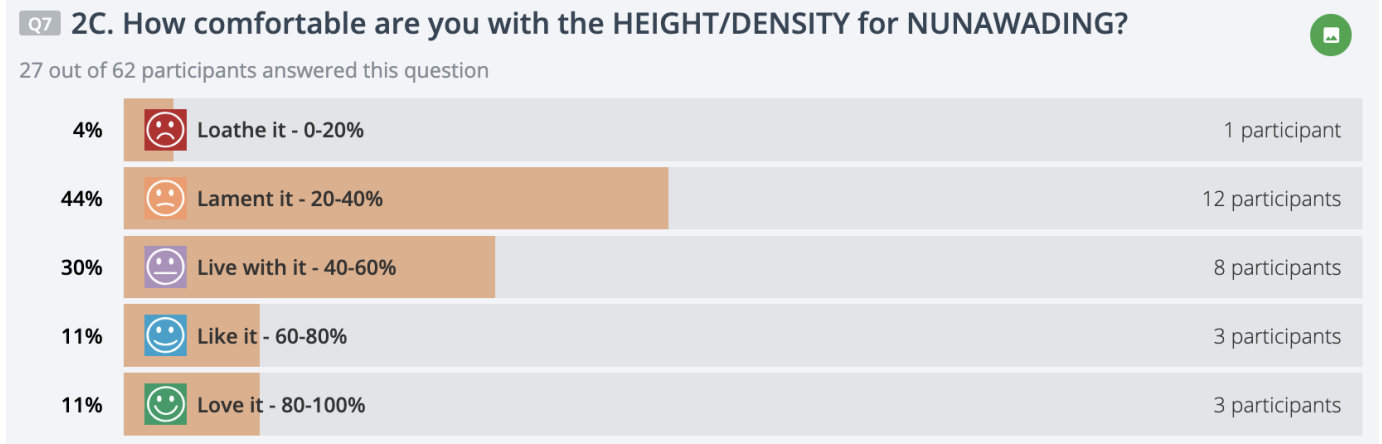
Concerns about planning process and lack of clarity

We expressed uncertainty about how decisions have been made and whether community input is being reflected. Some of us felt there is not enough clarity about how height limits were determined or how impacts will be managed. This affected confidence in the proposals and led to such mixed opinions.

Need for better design quality and transition controls

We emphasised the importance of good design, including setbacks, landscaping and transitions between different building scales. There are instances where the target for gradual reduction in building heights has not been achieved, for example 12 and 16 storey buildings adjacent to outer catchment north of Whitehorse Road, and 4 to 6 storey inner catchment adjacent to SLO2 on Laburnum Street. Some of us felt that without clear controls, outcomes could be poor. There was a call for stronger design guidance to ensure quality development including use of materials that have permeability for the tree and root system. There were also opinions shared about the conflicting look of glass and steel with the existing softer materials such as brick and wood and how that would be reconciled in the plans prior to permit issuance.

4B. NUNAWADING - KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



We often felt the proposed heights are too high for Nunawading, particularly given the suburban context. Some of us said we are “not too familiar with the area” but still felt the scale is excessive, while others pointed to specific impacts like overlooking and overshadowing. There was a clear preference for lower heights. The group’s concerns about building heights and catchment areas led to productive conversations with specific feedback about how boundaries could be reduced by reallocating building density along Walkers Road.

Feedback has been organised by the quarters defined by Springvale Road and the train line.

South of Whitehorse Road & West of Springvale Road

As per requested changes to catchment boundaries, and the removal of areas bounded by Candlebark Estate we require that;

- building heights are retained as per the current planning scheme.

The Candlebark area is a unique environment and increased heights would overshadow the creekland and established trees.

The topography falls towards the creek. Higher buildings will;

- have a negative visual impact
- increase potential for overshadowing of SLO11.,
- impact habitat and birdlife, which is a valued part of this area.

- Overshadow Sugargum Park.

In order to offset the removal of catchment, we recommend that;

- Silver Grove area be incorporated into the catchment area, and the heights for this area be up to 8 storeys.
- This would be an opportunity for mixed use renewal along with preservation of open space for recreation.

This area is South of Whitehorse Road & west of Springvale Road, between Railway Road and Whitehorse Road, and includes SilverGrove, Glendale Street, Varman Court, and Nunawading Reserve.

Commercial Zones East & West of Springvale Road

The heights in this area are accepted at 8 storeys.

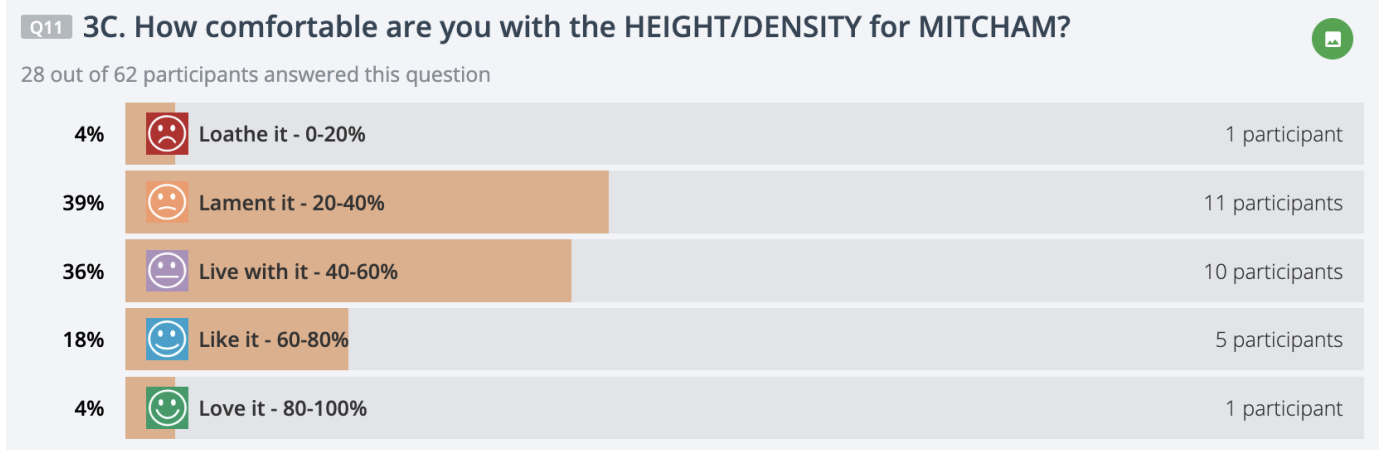
The Site at the corner of Springvale Rd and Market Street is to reduce to 8 storeys in lieu of 12, to reduce overshadowing of residential to the south and takes into consideration the sloping topography. This is in line with the other side of Springvale road. It is noted that there is an existing 6 story building on this site.

Walkers Road was identified by several members as a site for potential development. We understand they are occupied by commercial programs, but may have potential as mixed use typologies. It could support up to 12 storey developments while maintaining a lively pedestrian scale streetscape with connections through to Whitehorse Rd. The resultant shadowing would be limited to the railway. Eriksson Way and Lovell Lane could be similarly developed into an enjoyable pedestrian route to the station.

Core area around Wood Park

The area to the north of Wood Park should have lower heights to preserve solar access to this precious pocket park. To the south, the area marked as inner catchment was suggested to be redefined as outer catchment, keeping it consistent with existing developments.

4C. MITCHAM - KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Concerns that heights are too high and not appropriate

We often felt the proposed heights are too high for Mitcham, particularly given the suburban context. Some of us pointed to examples like 12 storeys as excessive, especially compared to existing buildings. There was a clear preference for lower height limits.

We would recommend the following changes to the height & density:

1. We are generally in agreement with the core catchment heights providing there are setbacks along Whitehorse Road and Britannia Mall is not overshadowed and creates a cold non-habitable space.
2. Inner catchments north of Whitehorse Road included some very narrow streets which will need some thought around density.
3. Care needs to be taken with regards to protection of people's privacy, for example overlooking pools in backyards, and general personal areas need to be protected for health and well being. These quiet private spaces are key to the liveability and enjoyment of the residents in the area.
4. Care needs to be taken with overshadowing existing solar energy systems and gardens to prevent reduced production capacity.
5. With regard to final heights and densities, there should be planned graduation where core goes to inner catchment and then inner to outer catchment to provide a gradual buffer and consider light and overshadowing. In some locations this is currently not occurring i.e. William street is inner out to nothing, the inner catchment to the west of the activity centre also is

currently going from inner catchment to nothing (i.e. no outer catchment when it could graduate).

5. LOOKING TO THE FUTURE

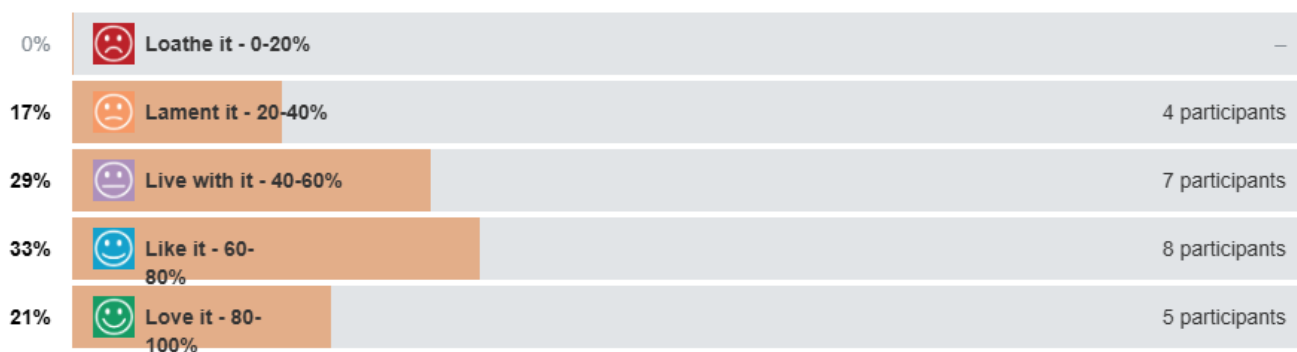
- Summary of CRG overarching comfort level with the draft Activity Centre PlanS
- Raw output aligned to CRG comfort levels and responding to what would increase their level of acceptability for the draft plan overall

6. APPENDIX

- Raw output of 'what we love about the activity centre' (both questions)
 - Raw output for consideration no. 1 rationales
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 - Raw output for consideration no. 2 rationales
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- Raw outputs of 'how comfortable are you with the Statement of Advice?'

Q1 How comfortable are you with your Statement of Advice as its written?

24 out of 111 participants answered this question



Q2 Why did you choose this level of comfort?

24 out of 111 participants answered this question

I feel that it was hard with my vision impairment to read the materials and respond quickly. I found it really rushed. I found it hard to put my views forward in the group. I think everyone was very respectful but there were certain topics that got covered but some of my topics were marginalised and not given the amount of time as other topics that people felt passionate about.

The way that the Blackburn height issue was written up does not reflect the majority view - inaccurate. I believe it was a minority view that there was support for higher density above 8 stories.

Some of the issues were covered well - heritage overlay and laburnum streets. I don't think there was enough understanding of the heritage issue along south parade. Likewise the access issue - 800m is a long way for people with mobility concerns. Some of the streets tiny for large mobility scooters or emergency service access. There's a conflict there around lighting - bird life doesn't like strong lighting but people with disability like strong lighting. Didn't get to mention Gardenia street with strong lighting. The conflict of narrow streets and lighting, especially in regard to safety at night, which is of concern for vulnerable residents.

Another reservation about the process was the lack of notes or input from the planners, so we are unable to give advice that takes into account their reasoning for the plan as it is, and leaves our feedback less useful and able to meaningfully contribute to the eventual outcome.

* Very pleased to be able to participate and contribute

* Excellent level of collaboration and communication

* Comfortable with the level of detail captured and reported

* Still have doubts that the content within our report / recommendations itself will be adopted i.e. proposed heights

* wasn't completely comfortable commenting on areas I was unfamiliar with i.e. Nunawading, Mitcham --> surprised at the 'skew' towards Blackburn

* Report format dilutes the ability to convey the more aesthetic and 'existential' characteristics of the 'village' nature of Blackburn. Apartment towers will have transformative impact on this unique characteristic which translates to the 'why' we like to live in this area

* Disappointed to learn from planners' presentation that access to sunlight is considered 'restricted'. That is, residents cannot expect to see sky/sun from their own homes -- whether their living room window or their backyard. Sunlight on the streets only is not acceptable. This another factor not easily translated into the report.

The timeframe has not allowed enough time for a thoughtful process & careful analysis.

The number of people representing each activity centre changed within the weekend. Nunawading had only 3 representatives on Sunday. Having said this, the Whitehorse group supported Nunawading participants with delivery of the statement.

This process would have been great if delivered at the START of the planning investigation into increased density back in 2024 (based on the year which planners stated they began work on this). It would make sense as a starting point - not as a Point so close to presentation to the Minister & gazetting.

This has felt awfully like an exercise in 'tick the box community engagement'

I think the group did the best they could given the circumstances. Beyond just voicing preexisting concerns, the group was able to recognise dissenting perspectives. This ensured the final statement projected the wide frame of views, while arriving at precise points of advice.

The continued emphasis on the short timeframe was probably counterproductive, as the authoring often felt rushed. In actuality, I think people came in with knowledge, relevant information and an open mind. We quickly arrived at common points of interest, recognised the project's scope, and collectively assembled this statement.

I feel that the process was dominated by the strongest voices or those who had the computer. It was difficult to specify / differentiate views that weren't of importance to those with control.

However we got most people's key points covered, if not with preferred emphasis.

For a report written by a committee it is probably as good as it could be however there was limited chance to reflect on the joint messages we could have shared across all centres..

I like the content in the Statement of Advice, given the task that we were given. I would have liked to have more input about the Activity Centre, as a whole. However, if recommendations in Statement of Advice are followed, I believe we will achieve a better outcome.

The need is there after 30 years of State Government neglect, particularly public housing. We have to house the massive influx of migrants and this is a partial fix.

I think that the broad spectrum of opinions was successfully narrowed down and expressed in specific terms. Due to the hurried nature of the process however, there wasn't the time to capture better the group's uncoerced vision for the activity centre.

We have not had enough time. The Mitcham area needs greater consultation and higher public awareness made.

As a collective, overall the group was very cohesive on their view in response to questions and task required. It was relatively easy to connect and relate to other members of the group. This made it easy to generate the responses on the statement of advice that captured everyone's opinions and views, including those who had differing views.

The people involved worked very well, but the time constraints meant not all feedback was captured as clearly and well as it could have been.

This would have been helped by starting work on the statement earlier in the process.

This statement of advice was written with little to no access to data. Additionally it was done in an extremely short timeframe that has not allowed sufficient time to write, edit and ensure everyone has time to read the final version. More time needed to create a better final

