



DTP Community Reference Group STATEMENT OF ADVICE

Activity Centres

Hawksburn to Malvern & Toorak Village

22 March 2026

REMIT

How do we plan for more homes in and around Hawksburn, Toorak Village, Toorak, Armadale, and Malvern, while strengthening the things that make these places unique?

1. INTRODUCTION

The group comprised 35 people across different ages, genders, the spread throughout the transport activity centres, and land tenure (owner-occupier v.s renting) to sample the population. It is important to note that the 35 people chosen to participate skewed older and also more likely to be owner/occupiers than the ABS data of the area suggests. Notably target data reflect a median age of 35-44 with a 51% owner occupier rate and 42% renting with 7% other. The actual participant's median age however was 55-64 with an owner occupier rate of 77% and a renting rate of 17% with 6% being other. Other demographic data that seems to be excluded, overlooked or misrepresented (or at least not apparent) included: immigration, non-english background, education, duration of residency in the area (1yr to over 60 years living in the area), housing types (apartment vs. house), among other points. All 35 participants agreed that they all loved the area and were passionate about its future.

The group originally convened on Saturday the 21st of March where we gathered and initially conversed about our experience in the area. The time we spent in the area, how far we live from the stations, and lifestyle were all discussed. We then pivoted to discussing what we loved about the area, why we moved into the area, and what we would like this area to retain long into the future.

Subsequently a planning representative from DTP discussed the rationale behind why areas have been designated the way they have been. We split into groups to talk about specific core activity centres with people generally gravitating towards the stations that they are most connected with. We looked at the individual maps of the core and discussed what works and what might have been overlooked in the original planning and how we could improve them. At the conclusion of the first day we were all asked to complete a survey asking us how happy we were with the boundaries of all of the activity centres, the height limits, and we were asked to add comments explaining our reasoning.

On Sunday March 22 we reconvened and immediately began reviewing the survey results that were summarized the night before via AI software. Volunteers were assigned to individual core areas within the Activity Centre to review and modify the survey results for accuracy and any other necessary modification ensuring key points

we addressed. Volunteers were given opportunities to review and modify other individual core areas if they desired. The remaining time of the day was spent refining the formal responses to each individual core area and developing the formal vision for the activity centre.

2. WHAT WE LOVE AND VALUE ABOUT THESE ACTIVITY CENTRES

What we love and value

Community, local services and everyday convenience

There is a community feel: library, local shopping, local shops (majority mixed with larger shops) and services such as hospitals, and medical, alongside everything being within walking distance and access to daily needs. Diversity of employment options (light industry, retail, hospitality, schools, hospital and government)) and Local council engagement valued. Green corridors and connection to the core (stations).

Access, walkability and transport connections

People describe access to public transport and walkability as well as easy access into and out of the suburb, with everything within walking distance including parks, sporting facilities and local shops, although pedestrian safety, and could be improved. Disability access to public transport is a problem.

Open space, parks and green environment

Suburbs are characterised by open spaces and green parks and streetviews with views of the sky, tree lined streets, and canopy with vibrant nature strips and well-developed gardens providing additional canopy amenity. Larger well-maintained Parks that accommodate a variety of activities (sports, walking pets, picnics, playgrounds and wildlife).

Trees, streets and neighbourhood setting

Participants mention the abundant tree cover and canopy, tree-lined streets and nature strips. Abundance of natural light.-hidden neighbourhood Parks that include smaller facilities and activities (playgrounds, picnics) . Quieter suburban streets off the major roads contribute to a neighbourhood feel where people know each other because they have been long term residents..

Heritage, character and built form

The heritage architecture is highly valued and determines the neighbourhood context. New builds that respect the neighbourhood context are welcome.

Diversity and housing mix

There are references to diversity of age including how long people have lived in the area, gender, backgrounds, diversity of home type and liveable density, suggesting a balanced and varied residential environment.

Vibrancy, hospitality and activity

People note hospitality scenes with shops, restaurants and cafes, and activity in housing and buildings that support local life. Village community - social connections

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

Maintain greenery, tree canopy and open space

Responses focus on retaining greenery, including canopy and open space, parks and green areas, and tree-lined streets and existing mature/significant trees on building plots that contribute to the overall setting and mitigate suburban heat trap. If there is densification in the cores of each area, there needs to be additional public open spaces to accommodate the increase of population. .

For larger blocks, there should be designated green spaces to encourage community engagement and permeable areas to limit water run off. Greenery should reduce the heat deflection of the buildings that are transferred to other residents and the street. This could be also looking at encouraging rooftop gardens. This will naturally alleviate the stormwater upgrades.

Protect heritage and architectural character

Some residents would like to see heritage preserved, including heritage facades for commercial strips and protecting the heritage overlays. Others feel that a more flexible approach is needed but development needs to be sympathetic architecture and buildings that contribute to the character of the area.

Keep access, walkability and transport connections

Residents prioritise maintaining and improving accessible walkways, public transport and overall connectivity, ensuring people can continue to move easily and safely through the area. Currently disability access to public transport needs to be improved

Retain local shops and activity centres

Residents would like to maintain diverse shopping strips that support local small shops with active frontage in historic buildings while maintaining local centres that support daily life.

Ensure appropriate scale and built form

Responses highlight preferences around building scale, including support for medium rise rather than high rise, maintaining quality design and development that fits the existing streetscape that is spaced and allows for ample green spaces (i.e Toorak Park, Armadale Reserve) and making sure new development is bespoke, not copy and paste. Quality of construction must be mandated. Concerns of the quality of buildings is a major topic of discussion. Potentially, independent building surveyors that regulate at major structural and waterproofing stages of development to ensure the building quality is up to scratch.

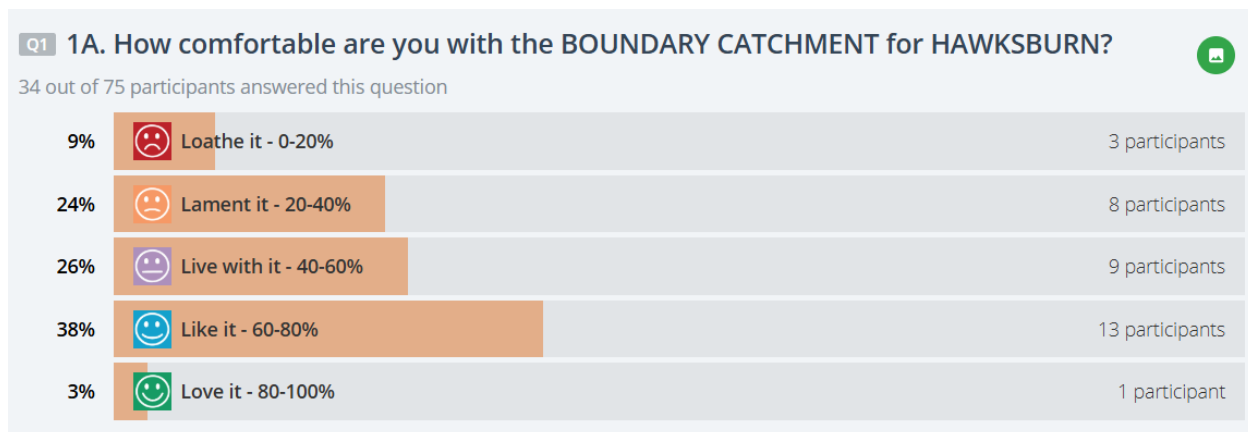
Maintain diversity and liveability

Participants refer to housing with well thought out internal layouts, supplying diversity in housing and ensuring areas remain connected, accessible and suitable for a range of people across the lifespan and making sure access to housing is affordable and parking is available to residents. Apartment buildings should aim to design a “universal architecture”. People should not be excluded because of their means. Accessibility should be standard; wide corridors, lifts, zero-threshold doors - ageing-in-place design and adaptable design, where there are no handrails in toilets but there are provisions to put them in.

Support safety and neighbourhood amenity

Comments include retention of security and safety, the ability to age-in-place, child-friendly environments and overall amenity that supports comfortable living keeping the community engagement processes. Making sure all services (hospitals, schools, medical, PT etc.) keep up with the growing population and continue to serve the community.

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



Strong concern that the inner catchment is too large and not well located

We often said the “inner catchment is too big” and includes areas that “don’t make sense,” especially low-rise residential streets. Most of us suggested reclassifying Hawksburn as outer catchment, while others noted inconsistencies in zoning. There was a shared feeling that the boundary does not reflect how the area actually functions.

Clear preference to centre density around Hawksburn Station rather than spreading it

Some of us said higher density should be focused “around Hawksburn Station” and along key transport corridors, while others said the height should be no more than 2-4 stories due to the narrow streets and current shortage of parking in this area. Some of us felt the current boundary is too focused on the commercial strip instead of the station, which “counters the purpose” of the program. There were suggestions to expand the core at the station and reduce density in the remaining area.

Strong concern about impacts on low-rise residential character and lack of transition

We described Hawksburn as “predominantly 1–2 storey dwellings” with a “fine-grain streetscape” and “heritage qualities.” Many of us said applying mid-rise development directly into these streets creates a “hard edge,” with “bulk and massing out of proportion” and loss of openness and greenery. We expected a more gradual transition between different scales.

Preference for incremental, lower-scale density rather than step change

We said growth should be “context-sensitive and proportionate,” with “2–3 storeys” in many areas and taller buildings carefully located. There was concern that current proposals represent a “material escalation in scale” rather than gradual change, and that this is not consistent with good planning practice.

Confusion and lack of clarity in how boundaries are defined

We said we “don’t understand the rationale” for inclusions and exclusions, including why some areas without heritage overlays are left out while others are included. There were also questions about why there are “two separate catchments” and how decisions have been made. This lack of clarity reduced confidence in the approach. The group expects more nuance in catchment inclusion for existing streetscapes.

Support for directing growth to main roads and redevelopment sites

We suggested that higher density should be located along “Malvern Road” and other major corridors, or on sites that can accommodate change, while taking into account the impact of six plus storey developments on surrounding residential homes. Some of us pointed to opportunities for mixed use or redevelopment in specific areas rather than spreading density into smaller residential streets.

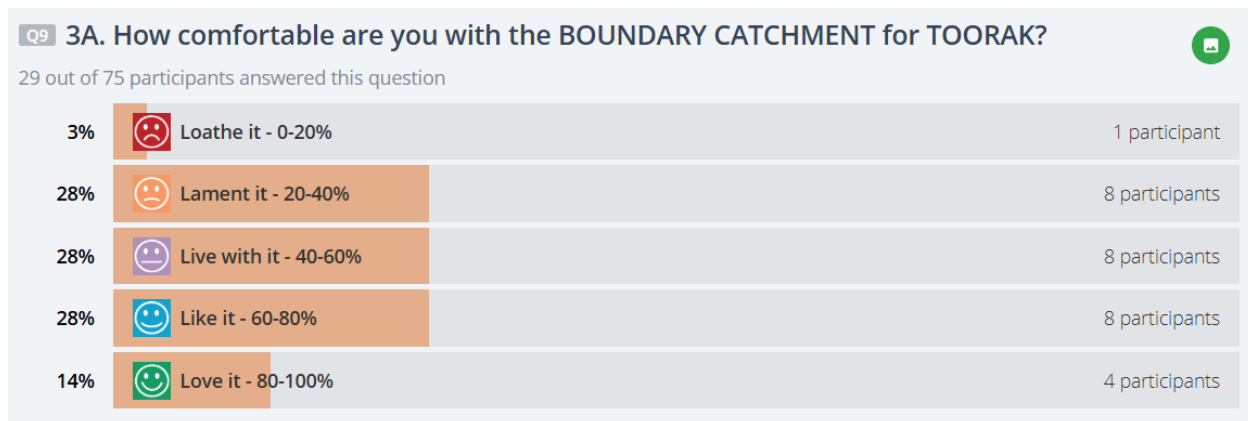
Concerns about infrastructure, traffic and local capacity

We raised issues about “traffic levels,” “car parking,” and narrow local streets that “cannot function well with higher density.” There was concern that increased density would worsen existing pressures without clear infrastructure responses.

Underlying tension between accepting growth and protecting what exists

Some of us said the “catchment is walkable and needs density” or that housing supply is necessary. At the same time, many of us emphasised protecting the “village atmosphere,” heritage, and liveability. This created a clear tension between supporting the intent and rejecting how it is currently applied.

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



Mixed views, but general sense the boundary broadly works with some adjustments

Across the group, views ranged from very supportive to opposed, including one strong opponent. Members of the community felt that in some areas the core zone seemed smaller than it could have been. Specifically, both north and south sides of Malvern Rd to the east of Orrong could have been included, linking with the Hawksburn village core, and the south side of Malvern Rd east of Orrong road to Clendon Rd could be included without diminishing local amenity. This recommendation would include additional retail and commercial, extending the Hawksburn shops toward Toorak station. These recommendations were not unanimous.

Others felt the boundaries were appropriate, and it was sensitive and positive that areas like Beatty street were excluded from the proposed core. Some viewed that the boundary should be moved yet closer to the stations, and density is most appropriate close to Toorak station.

Confusion and inconsistency in how boundaries are drawn

Some respondents questioned why inner and outer catchment areas were necessary; why some heritage areas are included, and why certain places like Beatty Avenue or areas south of the Toorak Village are treated differently. There was also curiosity as to why Mandeville Hall, a long-established school, was being zoned for density. Some respondents said there is a “lack of understanding of the area” behind the boundaries.

Tension between expanding the catchment and protecting neighbourhood character

Some of us supported extending the catchment into nearby areas, while others raised a concern that spreading density further could harm “quiet comfort,” “sense of security,” and the “nature and character” of neighbourhood streets. This view was not unanimous, and others pointed out that expanding catchments can create more vibrant local communities, and add safety through increased usage. Neither position is

unanimous, and quiet comfort should be maintained while allowing additional people to enjoy the area.

Preference for targeted extensions along key streets and edges

Some respondents suggested specific extensions along “Orrong Road,” “High Street,” and areas near Millicent Avenue and Maple Grove, but others raised strong objections to this extension. These ideas focused on logical edges and places already connected to activity or transport. These areas could be made outer catchment, rather than not being incorporated at all. Some people think these areas have a higher incidence of large blocks of land and wider roads, although that depends on the comparison.

Concerns about overdevelopment and cumulative impacts

Some said increased density could “overcrowd streets,” affect schools, and create overlooking into sensitive areas. Some of us felt density is already “too ugly” or excessive in parts of the area. These views were contested; some believe that adding more students to schools will help those schools thrive, rather than diminishing them. Members of the group also see that we can create a more vibrant community.

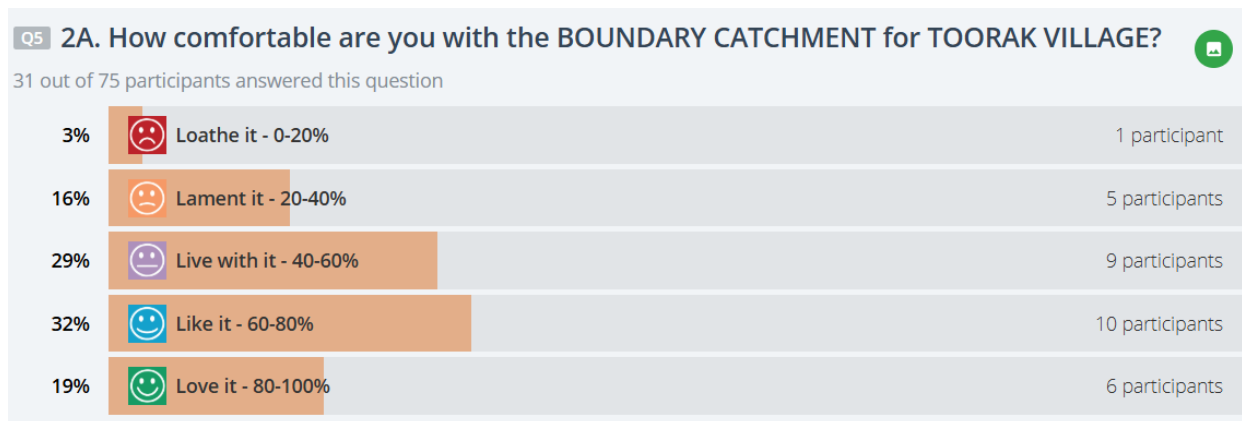
Lack of clarity about the rationale and decision-making process

Some felt it was “not clear what the driver for the boundary is,” and some of us felt there is a “sweeping lack of understanding of the area.” While the modelling was not explained to us in detail, some were accepting that the modelling was presumably appropriate, while others felt the opacity undermined the process. This uncertainty affected how comfortable we felt with the proposal.

Mixed-use zones in Toorak would be welcomed

Some respondents requested a mixture of commercial and residential use in the core zone, which would allow more new local businesses to service the new residents

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



Mixed views but general acceptance that the catchment broadly makes sense

Some of us said the core boundary is “logical,” “aligned,” or “appropriate,” and that it “attaches neatly to the existing commercial area.” Specific concerns about the boundaries of inner and outer catchment.

Strong push to focus more density around the village centre and tram corridor

Some said areas south of the core or along “tram route 58” should be inner catchment, not outer. This is specifically relevant on Mathoura Road and perhaps around Carter Avenue. Any increased density in this area must take into consideration the impact additional traffic may have on small local streets, and adjust the catchment boundaries accordingly. There was a clear view that density should be concentrated closer to shops and activity, not spread more broadly.

Inner catchment seen as too large or misallocated in parts

We said the “inner catchment [is] far too extensive” and includes areas that don’t suit higher density such as north of Douglas St and West of Wallace Avenue where they would overlook the junior school of Geelong Grammar School along Jackson St. At the same time, some areas closer to the centre were seen as incorrectly placed in the outer catchment.

Confusion and inconsistency in how boundaries are applied

Some of us said the boundary “doesn’t make sense” in parts or lacks clear rationale. For example, north of Toorak Road Inner Catchment extends well beyond Toorak Road, while on the south side Inner Catchment only extends around 100 metres.

Recognition that the area already has some density and capacity for more

We noted the village “already has a range of heights” and some existing higher-density buildings. Some of us said it is “an appropriate location for high density” and could accommodate more, particularly near the centre.

Concerns about overdevelopment and local impacts

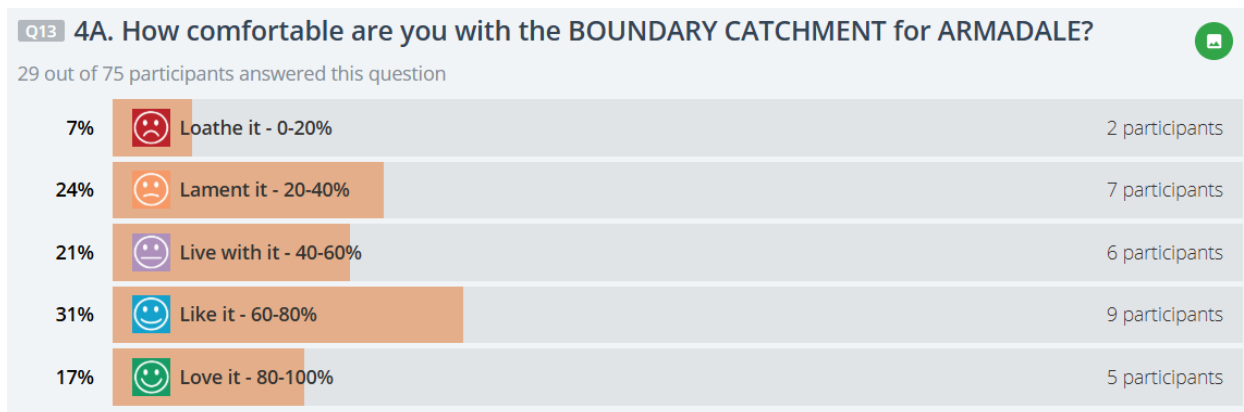
We said the area is “already congested” or “quite built up,” and raised concerns about traffic and limited public transport frequency pushing more people to drive. Toorak Road is a principal commuter route, which impacts local traffic access. The Tram route 58 is limited by sharing the roadway with traffic - very busy traffic - so takes longer to get into the city.

Should the area between Woodside Crescent and Gordon Street be considered as Inner Catchment due to close access to Hawksburn Station?

Tension between supporting growth and protecting existing residential areas

While some of us supported more density near the village, we also said surrounding residential environments are not suitable for multi-storey development as the streets are too narrow to support high traffic volumes from Inner Catchment developments. This reflects support for targeted growth but not broad expansion.

3D. ARMADALE - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Mixed views, but many see the catchment as broadly workable with changes

Some of us said the approach is “logical,” “fits with the existing shopping strip,” or “I’m ok with it.” Others said it is “not appropriate” or the inner catchment area is too broadly applied, with some very strong views that the pre-existing zoning is appropriate. Overall, we did not land on a single position.

Strong concern that the inner catchment is too large and extends into unsuitable areas

We repeatedly said the inner catchment between Malvern Rd and Wattletree Rd “is too wide” and extends into streets that “cannot manage increased density.” There were concerns about spreading density too far into residential areas (centred between main roads), with suggestions that many of these areas should instead be outer catchment (3-4 storeys) compatible with the surrounding areas.

Preference to focus density around High Street and Armadale Station

We said the core should be “expanded more around the trapezium block on Kooyong Rd, and the area between Clarendon st and High st” as well as along the west of High Street towards Orrong Rd, particularly to support public transport use. There was a consistent view that density should be concentrated in these areas rather than distributed broadly.

Tension between supporting increased density and protecting amenity and character

Some of us supported “higher density” and noted the western end of High Street is “under utilised,” while others said Armadale is now becoming unaesthetic with “not enough light” and overshadowing, if new structures had a built form more compatible with the area, this may be more reasonable. There are also comments regarding the greenery of the area to be maintained and expanded on street and within the

properties. This reflects a clear divide between growth and preservation, and that a compromise should be made to maintain the lifestyle.

Concerns about impacts on liveability, traffic and parking

We raised issues about “parking being the obvious” constraint and questioned whether streets can handle increased density. There was concern that intensifying development would worsen these pressures.

Importance of heritage overlays in shaping where density should occur

We said areas without heritage overlays and with good access to transport should be prioritised for higher density. At the same time, we emphasised protecting heritage streets where appropriate and using them to guide where boundaries should or should not extend, as well as repurposing heritage buildings for multigenerational use, or using facades of heritage or other existing blocks and extending up.

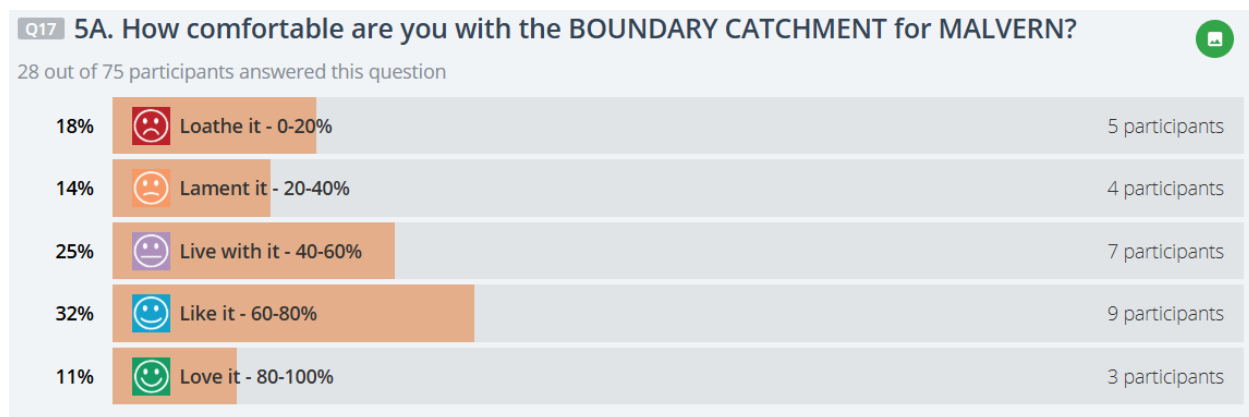
Desire for clearer and more consistent boundary logic

We questioned why some areas are included or excluded, such as specific blocks or streets, and said the rationale is not clear. There were suggestions to extend boundaries along logical corridors like High Street towards Orrong Road.

Preference for a more targeted and graduated approach to density

We suggested concentrating “4–6 storeys” in appropriate locations, with lower heights stepping away from the core. There was a clear expectation of a more gradual transition rather than a uniform approach across the catchment.

3E. MALVERN - KEY CONSIDERATION NO. 1 – THE CATCHMENT BOUNDARIES



Mixed views, but some see the catchment as appropriate with refinements

Some of us said it is “appropriate,” “consistent with current development,” or “fine,” while others were “indifferent” or “opposed” and raised specific concerns.

A view that the South side of Dandenong Road from Hawthorn Road West to be included as Inner Catchment. This is supported by the transport availability on Hawthorn Road and Dandenong Road.

Strong concern that the inner catchment is too large or inconsistently applied

We said the “inner zone is too large” and includes areas “that don’t make sense,” particularly where they are far from stations or dominated by heritage.

Limit Inner Catchment only to property blocks that front the arterial roads (Malvern Road, High Street). Limit Inner Catchment to major roads and not smaller streets.

Preference to focus density around Malvern Station and key transport corridors

We said core catchment around the Malvern Station is appropriate to better use the Frankston line, including the south of Dandenong Road around Hawthorn and Balaclava Roads. There was also support for the current practice of concentrating density along arterial roads rather than spreading it broadly.

Confusion and inconsistency in boundary logic and inclusions

We questioned why some areas such as the area to the southwest of Dandenong Road around Hawthorn and Balaclava Roads are excluded while others are included. There was a sense that the boundary “doesn’t make sense” as that corner, in particular, is a transport hub. The boundary lacks a clear, consistent rationale. Dandenong Road, although a highway, has a lot of foot passage from North Caulfield because of the Malvern station. Specifically, the area of interest is bounded by Hawthorn Rd, Balaclava Road, Kooyong Road and Dandenong Rd.

Importance of heritage overlays in shaping where development should occur

We said areas with heritage overlays should not be in inner catchment, and that heritage should guide where density is located. Some of us suggested using HO status as a key method for defining boundaries.

Concerns about overdevelopment, congestion and local impacts

We raised issues about the area being “already congested,” “nearly overdeveloped,” and impacts on “parking,” “traffic,” sunlight and significantly reducing the green space, trees both new and established. There was concern that additional density could worsen these pressures and remove the aesthetics that make the suburb attractive in the first place.

Recommend that every property approved under this scheme must provide all parking required for residents and visitors on site, e.g. trades, carers, guests. Suggest 1 parking spot per bedroom.

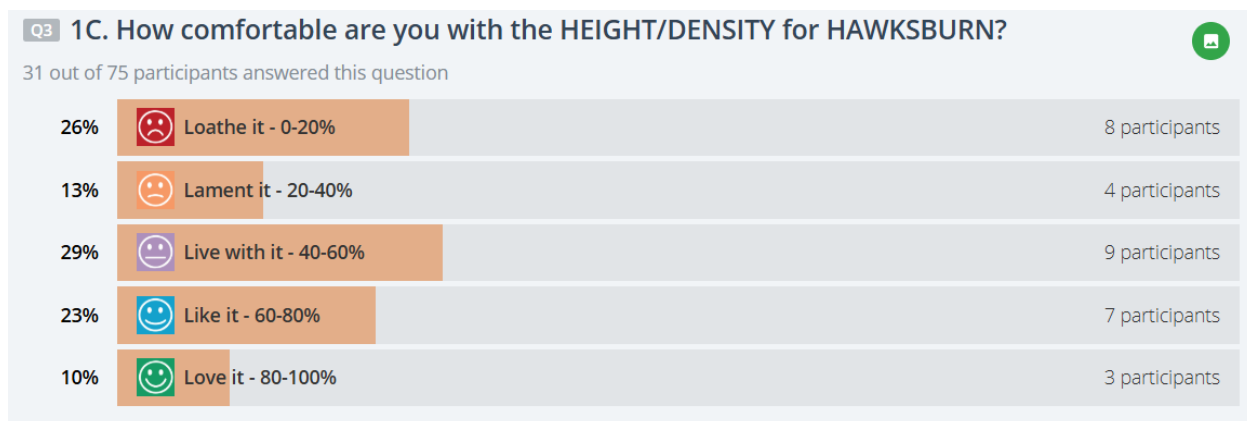
Recognition that some areas can accommodate more density

We noted there are “major commercial strips” as defined by the core, and transport-rich areas that can support more development. Some of us supported higher density in these locations, particularly along main roads.

Tension between supporting development and protecting neighbourhood character

Some of us said it is “an appropriate location for development,” while others warned that increased density would “destroy the fabric of the suburb,” especially in heritage areas. This reflects support for growth in principle but concern about how it is applied.

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



Clear preference to concentrate higher density around the station and main corridors

We often said we support “higher density near the train station” and along places like “Malvern Road.” Some of us wanted the station itself to be treated as the core with more intensity there. At the same time, we questioned why higher heights are not more directly focused “immediately adjacent to Hawksburn Station” subject to heritage considerations.

Strong concern that proposed heights are too high for the existing neighbourhood

Many of us said “the proposed heights are too high,” especially in the catchment and residential streets. We described the area as “predominantly 1–2 storey” with a “fine-grain / green canopied streetscape,” and felt 4–6 storeys represents a “step-change in built form” that is “out of character.” Much of what is currently inner catchment should be outer catchment.

Need for a clearer transition between higher and lower density areas

We repeatedly said the issue is “lack of transition.” The current approach introduces mid-rise development “directly into low-rise residential streets,” creating a “hard edge between incompatible built forms.” We expected density to step down more gradually from core areas. Some of us said that high rise (six plus storey) developments on main roads will impact the privacy and visual openness on adjacent residential homes - particularly at the rear.

Preference for moderate, incremental growth rather than large uplift

We said we support increased housing, but “at a more moderate scale,” often suggesting “2–3 storeys” in many areas and carefully placed taller buildings. There was

concern that current proposals are a “material escalation” rather than incremental change that fits the context.

Significant concerns about amenity impacts on existing residents

We highlighted risks of “overshadowing,” “overlooking,” and loss of “light, greenery and openness.” Some of us said this would “dominate surrounding dwellings” and reduce the qualities that make the area liveable, especially in quieter residential streets.

Concerns about traffic, parking, access and infrastructure capacity

We said roads are “too narrow,” raised issues about “traffic,” “parking,” and access to properties, and questioned how increased density would be supported. There was a sense that infrastructure has not been addressed alongside the proposed changes. Infrastructure considerations must address education, health, power, water, sewerage and traffic management etc.

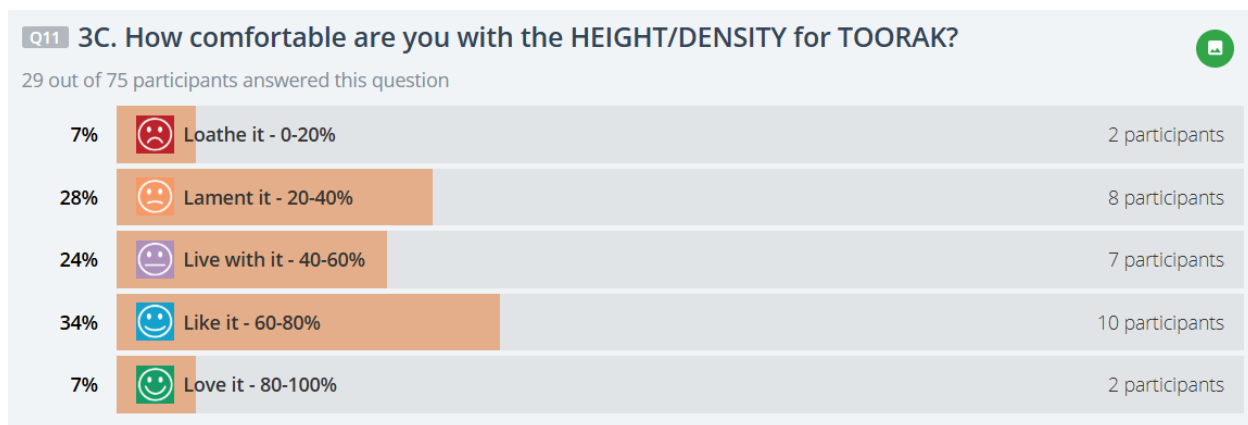
Desire to protect heritage character and village feel

We described Hawksburn as having a “heritage character,” “consistent fine-grain / green canopied streetscape,” tree-lined and “village atmosphere.” Many of us felt current height proposals risk eroding this identity rather than working with it. Some of us felt that Hawksburn Village must continue to have a “village” feel and avoid any development over six storeys.

Tension between accepting growth and rejecting how it is currently applied

Some of us said the proposals “make sense” or that density is needed, particularly near transport. At the same time, many of us rejected the scale, location, and lack of transition. This reflects a broader position of supporting the intent, but not the way it is being implemented. Traffic management and arterial road parking is an increasing issue and a major impediment to increased density.

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



Mixed views, but general acceptance of some increase if well located

Some of us said “this is fine,” “I’m ok with it,” or that it “makes sense close to the station.” Others were less comfortable, but there was a level of acceptance that some increase in height and density can occur in the right places, providing it’s well designed.

Strong preference to concentrate higher density around Toorak Station and main roads

Some repeatedly said heights should be higher “closer to the station” and along “Orrong Road” and “High Street,” with density stepping down away from these areas. There was some support for expanding the core around the station. Some felt that all inner catchment (four storey) should be reduced to outer catchment (three storey), while others suggested extending the outer catchment areas into the streets north of Malvern Rd and east of Orrong Rd.

Preference for moderate heights and limiting scale in residential areas

Some respondents felt that the ‘core’ was entirely inappropriate, and development should be held to a four-storey limit around stations, with the entire catchment limited to three-storeys. This was not unanimous.

A respondent felt the area west of the railway, south of Malvern road, could support higher heights, akin to the mixed heights currently built in the Toorak Park development

Concerns about overdevelopment and impacts on liveability

Some respondents said proposals feel “too extensive,” “overbearing,” and risk “destroying quality of life” through increased traffic, parking pressure, and loss of amenity. There was concern about replicating “city density” in a suburban context.

Some respondents advise that increasing density has already led to decreased cohesion and security in the neighbourhood. Increasing density can and has led to reduced security and amenity.

Desire to protect neighbourhood character, greenery and open space

We emphasised protecting and enhancing “character,” “canopy,” “parklands,” and the overall feel of the area. Some of us said development should only proceed if it is “well designed” and maintains these qualities. A recurring theme was that tree canopy, on-site gardens, mature trees (in front of, behind and between developments) and greenery were all critical - both for visual amenity and for wildlife (including bees and wild birds). A mixture of native plants for animal amenity and trees consistent with the current character would be appreciated. Increasing small green spaces (eg pocket parks) would be welcomed

Tension between enabling more housing and protecting existing areas

Some of us supported more housing, including “sharing a great place to live” and increasing supply near transport. At the same time, others said the current level of change is already too much or not appropriate in certain streets. One suggestion to address this could be to extend the use of multi-family dwellings. This also applies to emphasising pedestrian safety and the development of vibrant communities.

Support for using height strategically to protect other areas

A few of us suggested steeper concentration of height in selected locations (for example near the station or on specific sites) to avoid spreading development more broadly, indicating support for a more targeted approach.

Concerns about design quality and outcomes

We questioned the quality of outcomes, with comments about buildings looking “cheap” or not delivering good public or community benefit. There was a clear expectation that any increase in height must come with high quality design, a universal architecture that emphasises accessibility, public safety (e.g. lighting), and shared spaces that meet the needs of a diverse community. Accommodation should be available over the lifecycle - affordable housing for the young, properties suitable to raise families in, in mid-life, and suitability to age in place. Wind, thermal and solar effects must also be considered.

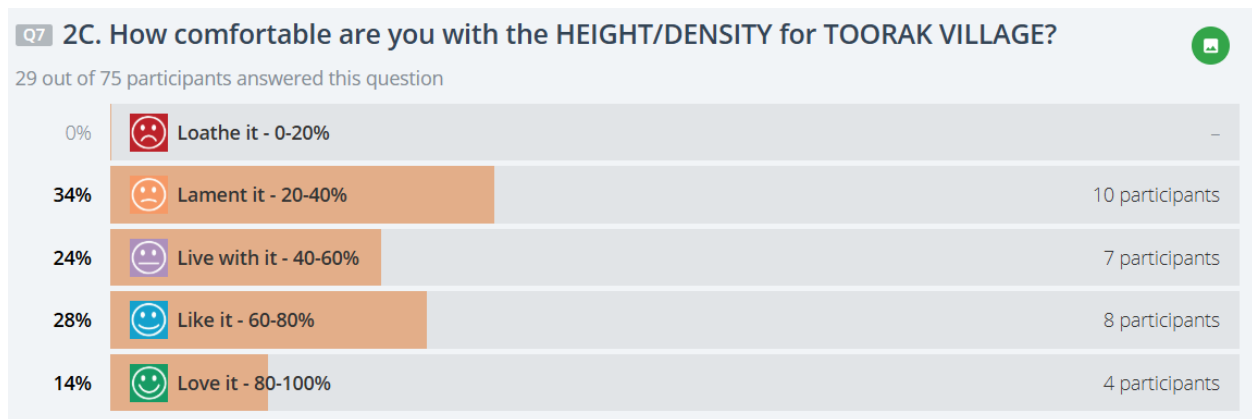
Respondents also highlighted the importance of social housing being included as density is increased.

Strong discussion occurred around car parking and traffic movement

Some respondents felt that all developments must be provided with ample on-site parking, sufficient for all adult residents to have cars, plus additional spaces for carers, visitors and tradespeople. Others felt that it was unreasonable to require all residents to pay for car spaces they may not need, and to consider offering homes which explicitly do not have access to on- or off-site parking to minimise impact on traffic and parking.

Provision for shared car schemes should be strongly considered to provide residents with choice while minimising the impact on the road system.

4C. TOORAK VILLAGE KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed views but general apathy towards that height and density that can work here

Some of us are accepting of the density, and that it “doesn’t impact me,” or that it is a “suitable location for higher density.” Others were opposed.

Support for concentrating height around the village core and tram corridor

There was a clear view that higher buildings within the core boundary do not spread into surrounding streets.

Tension between supporting growth and concerns about overdevelopment

While some of us supported making the core area “as dense as possible,” the majority said increased height could “overcrowd the village,” affect local businesses, and add pressure to services. There was concern about balancing growth with how the village functions.

Concerns about amenity impacts including traffic, parking and overshadowing

We raised issues about “overbearing” buildings, “lack of parking,” and congestion, as well as the need to address “traffic/active transport.” These impacts shaped how comfortable we felt with higher density.

Ensure infrastructure planning and provision is aligned with development approvals.

Recommend that every property approved under this scheme must provide all parking required for residents and visitors on site, e.g. trades, carers, guests. Suggest 1 parking spot per bedroom.

Desire to ensure height fits the existing streetscape and character

We said higher buildings are acceptable “as long as they fit the street scape” and

respond to existing conditions like “trees, gardens and contour.” At the same time, some of us felt certain heights are “too tall” near heritage or lower-scale areas.

Recognition that parts of the area already support higher density

We noted there are already “quite a few high rise” buildings and that roads like Mathoura can support Inner catchment zoning to “support height and density.”

Concerns about consistency and clarity in how height is applied

We said the approach “seems inconsistent” and questioned why some areas are included or excluded. There was uncertainty about how decisions are being made and applied across the precinct.

Tension between accessibility and reliance on cars

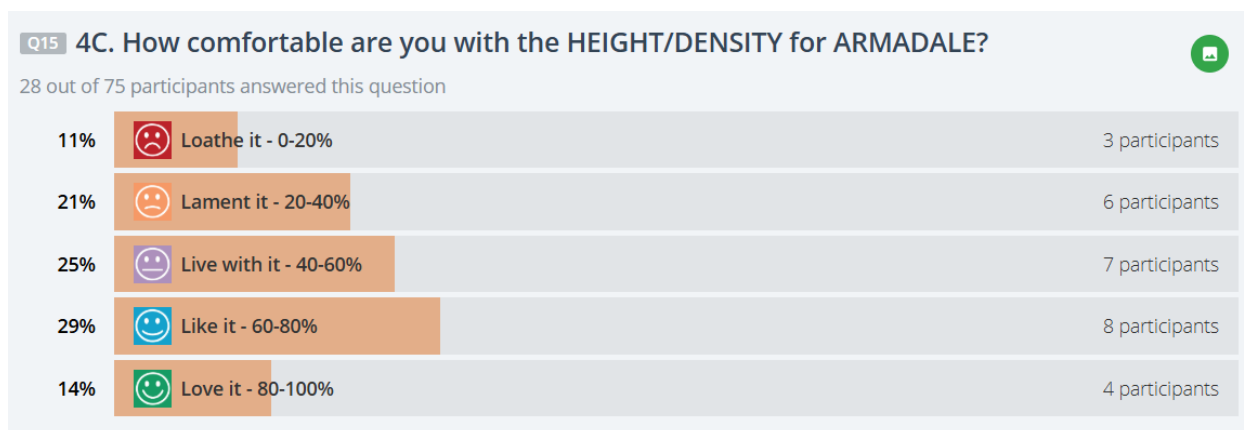
We noted the village is “well serviced by trams, shops and services,” but also raised concerns that some Inner catchment zoned areas are “not accessible without vehicles,” especially where tram routes share congested roads.

Concern about impacts on village identity and long-term outcomes

Some of us said increased density has already reduced the “village character,” with vacant shops and changes to the feel of the area. This created concern about whether more height will undermine the place over time.

We are very concerned about the impact of high rise buildings in the core on adjacent residential buildings in the surrounding areas with respect to impacts on privacy/overlooking and scale.

4D. ARMADALE KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed but generally moderate acceptance if change is carefully located

Some of us were “overall mild positive” or said heights “make sense,” particularly along High Street and near the station. Others said “not appropriate,” but overall we tended to support some increase if it is done carefully and in the appropriate places.

Strong preference to concentrate height on main roads near the station

There was general agreement on the core boundary and the proposed height limits set. In addition, the core boundary should be extended along “the main road of High Street west towards Orrong Rd”, on the west side of Kooyong Rd near Armadale Station north of the train line, and encompassing the north side of Clarendon St. At the same time, many of us said areas away from these corridors should remain lower scale to keep the light and character of these areas.

Clear limit expected in residential streets and heritage areas

There was a difference of opinions, with some repeatedly said there should be “no higher than 3 storeys” or “maximum of 4 storeys” in inner catchment residential areas. There was strong concern about extending 4–6 storey buildings into “1–2 storey dwellings” and heritage streets.

Concern about impacts on amenity, traffic and everyday liveability

We raised concerns about “parking,” “traffic,” accessibility, and impacts on “top solar” and light. Some of us said increased height would create “pressure on parking and traffic” and affect how people live day to day.

Desire to protect character, greenery and existing streetscape

We emphasised keeping the “character and greenery” of smaller streets and avoiding changes that would “destroy the amenity.” There was a strong expectation that development should align with how streets “currently are”. There was also the opinion that the aesthetic of some existing buildings should be kept, by utilising the facades for new developments - particularly on High st, and to enrich the greenery on all sides of a block under development.

Tension between supporting growth and concern about overdevelopment

Some of us supported higher density and saw benefits, while others said extensions into residential areas are “too aggressive” and losing the character and building aesthetics, which could impact community benefit. There was also a concern about the current greenspace being insufficient for increased density. This reflects support for growth in principle but concern about outcomes on the quality of the area.

Importance of heritage overlays in determining where height should occur

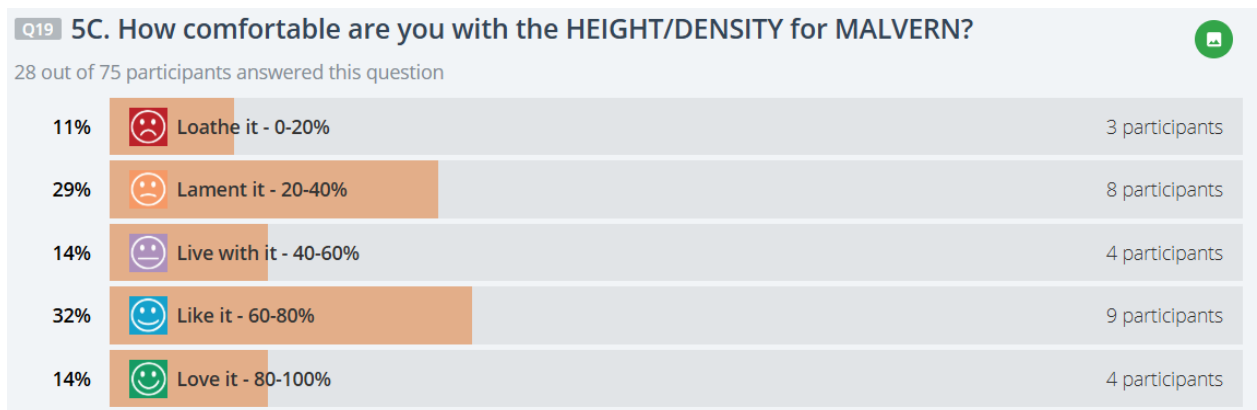
We said heritage should “be part of the methodology” and guide where higher density is appropriate. There was concern about heritage areas being included in the inner and outer catchment categories.

Need for better design, transitions and planning clarity

We said outcomes depend on “appropriate setbacks,” design quality, and clearer

planning. There was concern about lack of clarity in how catchment boundary's are applied and how transitions between areas will be managed.

4E. MALVERN KEY CONSIDERATION No. 2 – BUILDING HEIGHTS AND DENSITY



Mixed views on height limits

Some of us said the approach is “fine,” “appropriate,” or “consistent with current development.” Proposed high-rise sites seemed acceptable but more objection to Inner Catchment zoning heights away from the main roads (Glenferrie, Dandenong, Wattletree, High).

Strong concern that taller buildings are excessive and out of scale

We said “10–16 storey buildings” are “excessive” and would create “wind tunnels” and “random towers.” There was concern these heights would not fit the suburban context and would dominate surrounding areas. The height limit on the higher building heights (Coles, Dan Murphy’s and Malvern Central) should be lowered and the rest of the core (buildings along Glenferrie Road) should be increased for consistency along the streetscape. All buildings within the core should be brought up to a blanket height of 6-8 storeys, with no differentiation between sites.

Preference to concentrate higher density around Malvern Station and key corridors

We said more density should be focused “around the Malvern Station,” especially to utilise the Frankston line. One person supported higher buildings along Station Street, rather than spreading density across the whole area.

The south side of Dandenong Road should be considered as inner catchment for densification as it is appropriate being on Dandenong Road.

Significant concerns about impacts on amenity and liveability

We raised issues about “sunlight,” “tree growth,” “parking,” “traffic,” and overall local amenity. Significant concerns further development would “destroy local amenity” or make already congested areas worse. Concerns about parking, traffic congestion on side streets and around new developments.

Necessary to maintain and increase green and open spaces, streetscapes, and encourage green boundaries for new developments.

Recommend encouraging rooftop gardens and recreation spaces for livability, amenity, reduction of urban heat, and increased community living.

Ensure infrastructure planning and provision is aligned with development approvals.

Importance of heritage overlays in guiding height and density

We said heritage areas should be treated differently, with lower heights or exclusion from higher density zones. Some of us suggested HO should be central to how height and density are determined.

Concern about blanket or inconsistent application of height controls

We said applying similar heights across the area is a “blanket approach” that doesn’t reflect local conditions. There were also concerns about inconsistencies, such as high-rise sites next to low-rise residential areas.

Tension between supporting growth and protecting neighbourhood character

Some of us supported more housing and said the “level of housing density is a good mix,” while others warned about losing the “leafy streets,” fine grain character, and balance of the area.

Concerns about development pressure and unintended outcomes

We raised issues about developers “purchasing heritage homes,” consolidation of lots, and outcomes that may prioritise development yield over community benefit. This added to concern about how changes would play out in practice.

Need for better design, transitions and planning clarity

We said outcomes depend on “appropriate setbacks,” design quality, and clearer planning. There was concern about lack of clarity in how heights are applied and how transitions between areas will be managed.

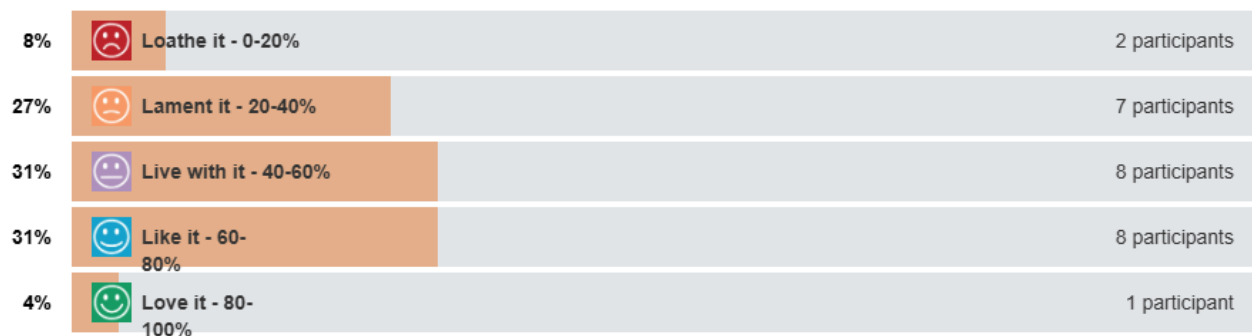
There is no need for increased setbacks in north facing properties on Wattletree Road (on south side of the road). There are no over shadowing impacts to neighbours and removal of the ‘building setback further from the street’ will ensure building bulk is not pushed southwards towards smaller properties.

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
- 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?

26 out of 110 participants answered this question



Q2 Why did you choose this level of comfort?

26 out of 110 participants answered this question

I wasn't able to read the entire report and don't have a clear picture of the advice statement. Trying to comment on several activity centres in one CRG group meant that it was difficult for me to understand the diversity of views and the majority/ consensus views that was being formed. In future I recommend splitting these areas into different groups.

There was far too little reference data/information provided so we were largely restricted to uninformed judgements based on total acceptance of the policy and design guidelines (sight unseen). The process was reasonable but, shoddy despite the best efforts of the facilitator who did a good job. The general sense in discussions across the CRG is that few people expect this input to have any material impact and that we were not able to address many material issues. The only reason I didn't give this Loathe is that everyone has made a genuine effort, shared perspectives, and tolerated dissenting views (well almost everyone).

Have not seen the final statement. Was happy with the process and how it was run.

I felt the process was too rushed for me to feel able to make really well considered responses to questions (zoning boundaries and height limits) which were intrinsically complex.

In addition it was difficult to make well considered responses to these questions for a range of different locations in a very limited timeframe.

That said, I enjoyed working with the other community members and I feel that the process of doing the best we could in the time available was productive overall. I think we did the best we could with the resources we had.

I also felt that I lacked information that would have been helpful (such as clearer rations regarding how the proposed zoning boundaries were set).

A general point is that there was insufficient notification of the feedback process in the community. I didn't hear about the stage 1 consultation and none of my neighbours heard anything about it. That is very disappointing to Me and them.

That sai I appreciate having had the chance to participate and think mosaic managed this very well.

I feel that the tone is generally reflective of the group's conversations and efforts. I just feel as though the advice is rather generic and indirect and is too busy providing for both sides arguments in defence of minority views. I feel that it would have been better to provide more unanimous advice or, at least, were we wanting to preserve the diversity of views, to focus instead on the things that we all (or the overwhelming majority) support (greenery, heritage, community, a natural stepdown between inner and outer catchments etc.).

The document could be further refined to make it more concise

Because I am unsure whether planning , traffic etc will listen to us, Think trying to gauge an area in Malvern is unfair. We live and shop in our own areas so how do we judge other areas. Catchment areas in blue were out of context. Why is it such a rush to pass in government if we are trying to plan for the next 25 years?

The written comments reflect a more negative and concerned perspective from the group than the initial liking scores. This highlights the nuanced and detailed issues that we have had to respond to. The starting point of large parts of the Stonnington area being zoned as Inner Catchment was unnecessarily aggressive and politically motivated by the current government and unfairly framed the discussion to have the group 'settle' for accepting Outer Catchment zones as the compromise. This is still going to allow potentially 4 storey apartments on small blocks built by unethical developers. The amenities of the suburbs that are desirable to live in now, are going to be destroyed are will be undesirable in 20 years time.

Overall, not happy with the process. The initial compilation of quantitive feedback did not reflect the views of the residents actually impacted in each activity centre but instead was a generic view of the entire reference group. Most people don't care or don't mind what happens in the activity centres outside of where they live. This is why you'll see the commentary (largely negative) does not the survey results (largely supportive).

I consider the statement of advice reflects the collective view including my expressed opinion. That being said, in some respects, it is a view that has been sanitised by group work.

The SOA doesn't represent my views - the plans for this CRG will change my local area into somewhere I don't want to live if the higher density changes go ahead.

Overall the DTP planning approach is fundamentally wrong and is an aberration to accepted community consultation process. The underpinning planning concept is too simplistic, does not consider local livability and existing planning controls, particularly heritage.

Opinions expressed represent the group assessment of the proposed activity centres by capturing everyone's thoughts. There is still concern around the boundaries and how they will be applied in the final document. Completing this in two days, forced compromise and speed.

There was not enough time to get to the level of detail required - we should have listed street names etc rather than "some day this and some say that". People were naturally more polite in a public document than they are in real life - there was a lot of resistance to listing heritage areas as inner or outer - most said they shouldn't be included at all. But this didn't come through. Starting the process with a chat GPT doc really skewed things in a less positive way.

Practically every statement of substance is either couched in discord ("some people said X. This was not unanimous") or had its opposite view expressed elsewhere. 90% of the content is out of scope for the actual question, ie about boundaries - we're talking about parking and wind tunnels and vibrant communities. We failed to coalesce on the task and haven't given the planners much of substance.

6. APPENDIX

- Raw output of 'what we love about the activity centre' (both questions)
- Raw output for consideration no. 1 rationales
- Raw output for consideration no. 2 rationales

- Raw outputs of 'how comfortable are you with the Statement of Advice?'