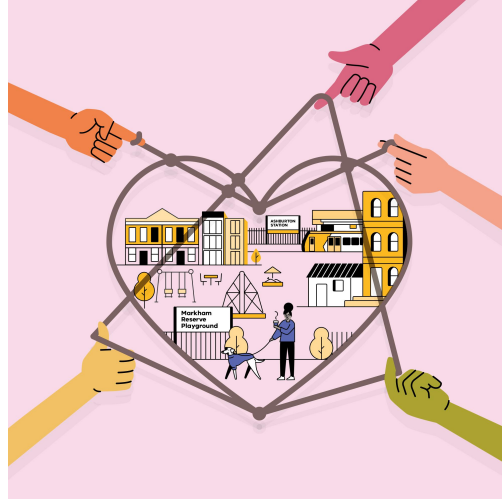




DTP Community Reference Group

STATEMENT OF

ADVICE

Activity Centres

Riversdale to Willison

and Ashburton

22 March 2026

REMIT

How do we plan for more homes in and around Riversdale, Willison, and Ashburton, while strengthening the things that make these places unique?

1. INTRODUCTION

The Riversdale, Willison, and Ashburton CRG consisted of 26 members of the community, with relatively even gender representation (including other/prefer not to say). There is a heavier weighting towards 55-75yo owner-occupiers. The CRG invested two days together to prepare this advice, which is based on publicly available data as made available to all residents. Feedback from under 35's was that they felt under represented (although perhaps they were among the seven absentees?). Approximately two thirds were from Ashburton and a third between Riversdale and Willison. Riversdale had only three representatives.

A number of participants in the CRG noted the absence of additional data that the DTP should have shared, to inform our recommendations, including feedback from the current survey, raw depersonalised data from Phase 1 consultation (including written submissions emailed to the DTP), and existing infrastructure capacity assessments. For the core, Built Form testing already conducted was also not made available and would have informed our consideration of appropriate heights and impacts upon homes to the south of High Street Ashburton. It was also not explained that the building heights can be exceeded by the Minster and Council (8 stories can become 11 or 12).

There was frustration that the remit was limited to heights and boundaries without providing the information on the more permissive building standards in the new building codes. This is directly relevant to our response on what density can be accommodated in the proposed catchments and cores.

The task was also particularly challenging, as two of the three centres do not meet the published criteria for an Activity Centre. Hence there was difficulty in understanding how to best guide and advise the Department in terms of planning inputs to inform the process. For example, as there were not distinct catchments for Riversdale and Willison, it was difficult to provide a coherent understanding of each different centre. There is no 'activity' other than train stations and the local transfer station.

We encourage the DTP to place additional emphasis and weight on the submission from the Boroondara Council. Council has undertaken a substantial and data-driven analysis of the opportunity for all three centres to accommodate housing growth with supporting infrastructure (including, but not limited to services, transport linkages from the Ashburton Activity Centre, vehicular congestion).

We would further encourage the DTP to address questions with respect to growth in amenity and the opportunity for job and community place planning.

In order to ensure building quality and adherence to existing building standards, building inspectors must be public again, to remove the current perverse incentive where the building inspector is being paid by the developer and seeks on-going work.

We look forward to the diligent and hard work of the CRG helping to inform the pathway ahead.

2. WHAT WE LOVE AND VALUE ABOUT THESE ACTIVITY CENTRES

What we love and value

Village character and local identity

Residents love this area because of its low-rise built form and leafy green private gardens and an abundance of open space that allows liveability and biodiversity of the local area to flourish. People describe a “village feel” at Ashburton. Riversdale & Willison and Ashburton responses described a “quiet, peaceful vibe” and a “strong sense of local identity”, with places feeling welcoming, distinctive and rooted in their local character.

Built Heritage

Responses refer to “preserving heritage”, including “heritage buildings” and “architectural integrity”, with development expected to respect heritage streetscapes and existing neighbourhood character. For example the Golf Links Estate in Camberwell, Hassett Estate HO 191 Canterbury and the Ward Street to Highgate Street in Ashburton, are some of the most well intact and beautiful interwar heritage precincts in Melbourne. In addition, Robin Boyd House, which is of national and state significance has been included in the Riversdale / Willison inner catchment.

Leafy streets, trees and green environment

Participants refer to “green and shady streets”, “mature trees”, “tree canopy” and “well-kept gardens”, along with protecting vegetation, wildlife and green corridors. These areas contribute significantly to the climate resilience of Melbourne. Apart from private open space that contributes to the quality of the liveable environment, parks and open space are critical to amenity, mental health, wellbeing and biodiversity.

Walkability, liveability and everyday convenience

Riversdale / Willison and Ashburton are wonderful places to walk and enjoy the environment and natural beauty that is a big part of the neighbourhood feel. There is a strong sense of community through long term residents and a connection to the area. The range of services and shops at Ashburton with car access strengthen the liveability of the area, without having to rely on public transport.

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

Participants indicated that all of the aforementioned characteristics of what makes Riversdale / Willison and Ashburton the places that we love need to be preserved.

Heritage

Preserve heritage areas which are of critical significance to the area.

Retain trees, canopy and greenery

There is a clear focus on keeping “tree canopy”, “large trees”, “street trees” and “gardens”, with concern about loss of vegetation and the need to protect established green character.

Preserve open space and access to nature

Responses highlight the need to retain “open space”, “parks” and “green space”, including access to recreation areas and ensuring these spaces remain available as the area changes.

Keep low scale and manage density

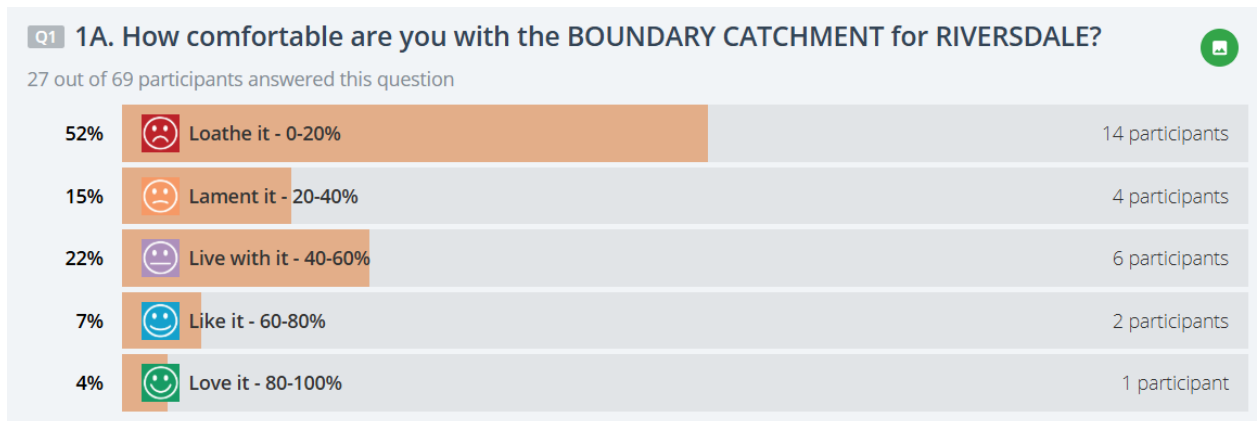
The general consensus was that the “low density”, “low height” is an integral element of the neighbourhood character which would be greatly affected by the proposed densification. The increase in scale could affect the community as a whole into the future.

Maintain liveability, privacy and amenity

Comments include “minimal overlooking”, “privacy”, “lack of overshadowing” and overall amenity, with a focus on ensuring new development does not reduce comfort or quality of life.

Maintain existing sports infrastructure.

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



The catchment is inappropriate and needs to be removed from HO 191

We said the HCTZ2 catchment should be removed from HO 191 Hassett's Estate with some suggesting the outer catchment HCTZ2 be removed entirely on heritage grounds.. HO191 is a particularly significant collection of single storey heritage houses.

Proximity to the station and walkability

It can be a 20 min plus walk up the hill on Riversdale Road or Prospect Hill Rd from Quantock St within Hassett's Estate HO 191. The accessibility to Riversdale Station is poor from the proposed catchment boundary. It does not conform to the concept of a 10 minute walkable radius from the train station. Even longer for elderly and disabled people.

Density

The view on Riversdale Road from Trafalgar Road looking east towards St Dominic's is significant as per Planning Panels Victoria C108 report. Nothing higher than 2 storeys/8m on Riversdale Rd as there is a sensitive interface with HO 191 Hassett's Estate. No 6 storeys / HCTZ 1. Remove HCTZ2 from Hassett's Estate HO 191. Neighbourhood character and heritage would be adversely impacted. 3 to 6 storeys is inappropriate within HO 191 Hassett's Estate. Consider the topography and creeks below Quantock St. Riversdale is a flood plain. Deep excavation with water pumped out will cause cracking of existing homes.

Inconsistency in how boundaries are defined

The HCTZ2 Riversdale boundary should be removed from Quantock and Burnside within HO 191 Hassett's Estate and relocated to the non HO streets of Willow and Byron.

Infrastructure, traffic and safety concerns linked to growth

There are concerns about “traffic,” “flooding,” and broader infrastructure capacity, questioning whether the area can support more density. We felt development is already putting pressure on services and that growth should be better aligned with infrastructure planning. The narrow concrete streets have parking one side only and makes it difficult for emergency vehicles to drive through.

Retention of open space including Camberwell Hockey Club and East Camberwell Tennis Club and open parkland around it. There is little other open space nearby.

Protecting neighbourhood and heritage character

We expressed a strong desire to protect “heritage overlays,” “leafy suburbs,” and neighbourhood character. Remove the HCTZ2 from HO 191 Hassett Estate, a significant intact collection of period homes. Robin Boyd house on Riversdale Road Camberwell is State protected but please exclude from HCTZ1. Retain the open space dog park next to the Waste Transfer Centre on Riversdale Road. (this is not marked as green open space on the draft maps).

The Riversdale heritage precincts are of critical local and state significance to the area. The African sumac tree in Riversdale Park is on the National Trust significant tree register.

Perception that the process or inputs are flawed or predetermined

The engagement “appears flawed” or that data and modelling are unclear or unreliable. There were concerns about whether decisions are being driven by assumptions rather than local realities.

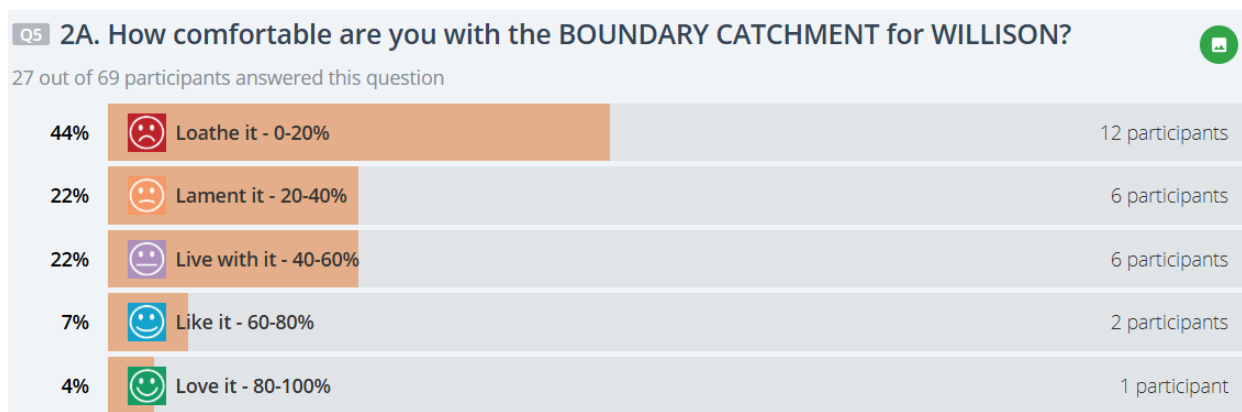
Questions about fairness and strategic logic across areas

We asked why some centres are treated differently and whether comparisons across suburbs are valid. We felt Riversdale is “not an activity centre” because it has no core in the same way as others, raising concerns about whether a one-size-fits-all approach is being applied.

We see the proposal as inconsiderate of heritage and significant views

Heritage has not been protected with the proposal. The significant view to St Dominics has not been protected. Planning Panels Victoria (Anne Keddie) stated that the view is significant along Riversdale Road looking east to St Dominics. Heritage and significant views have to be protected by DTP.

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



Very Strong view that Willison should not be an activity centre

All of us said “Willison has no core” and “no commercial activity at all,” and substantial non-residential land use in the area, therefore “makes no sense” to include it as an activity centre. All of us felt both the inner and outer catchment “should be removed entirely.” This is consistent with Boroondara Council submissions.

Heritage is the dominant concern and seen as incompatible with the catchment

We repeatedly said the area is defined by “heritage,” “interwar and art deco landscapes,” low rise built form, open space and “garden city planning,” and that applying catchment boundaries here “doesn’t make sense”. This plan risks losing important, significant heritage character, including the Golf Links Estate, historic stations (Riversdale and Willison), the Robin Boyd House (664-66 Riversdale road) all of which are of National and State significance. Many argued heritage areas should be excluded altogether..

The catchment is seen as arbitrary or poorly justified

We felt the boundaries are “defined by the DTP” without clear local logic, and questioned why this area, without an activity core, is included at all. There was a strong sense that the catchment does not reflect how the place functions or is understood locally. Furthermore, there is no scope for retail or commercial development within the area, unlike the existing Burwood/Toorak Rd retail/commercial precinct, which have no heritage overlays closeby.

Environmental constraints used as a reason to limit development

Some of us pointed to “potential flooding,” “steep topography,” and sensitive landscapes like Back Creek and Frog Hollow Reserve as reasons why further development is inappropriate. These constraints were seen as reinforcing the need to limit or remove the catchment.

Tension between limited support for growth and strong resistance overall

Less than 10% felt the catchment “could make sense” in principle or supported a substantially limited version, such as “at least an inner catchment within 100m.” However, this sat alongside strong opposition to broader inclusion or higher density in considering the exclusion of heritage areas.

Concerns about impacts on green space and community assets

We raised concerns about higher density impacts on “green belt,” reserves, and wildlife corridors, with fears that development would affect “beautiful green spaces” and multiple community uses of these areas.

There is a fear of loss of the much utilised sporting facilities,, the anniversary trail - walking and cycling, heritage scout hall, dog parks and associated tree coverage which would have a major negative impact on community enjoyment - health and wellbeing.

Questions about transport, connectivity and strategic justification

We said the station is “on a low-frequency rail service” with “no immediate increase in transport frequency,” and not connected to a commercial or retail area. This led to questions about why this location is being targeted for growth at all. Many reported the narrow roads which many are at capacity, e.g. heritage areas road width in the area is 6m which does not allow for two cars parked opposite. This creates through-traffic congestion and blockages.

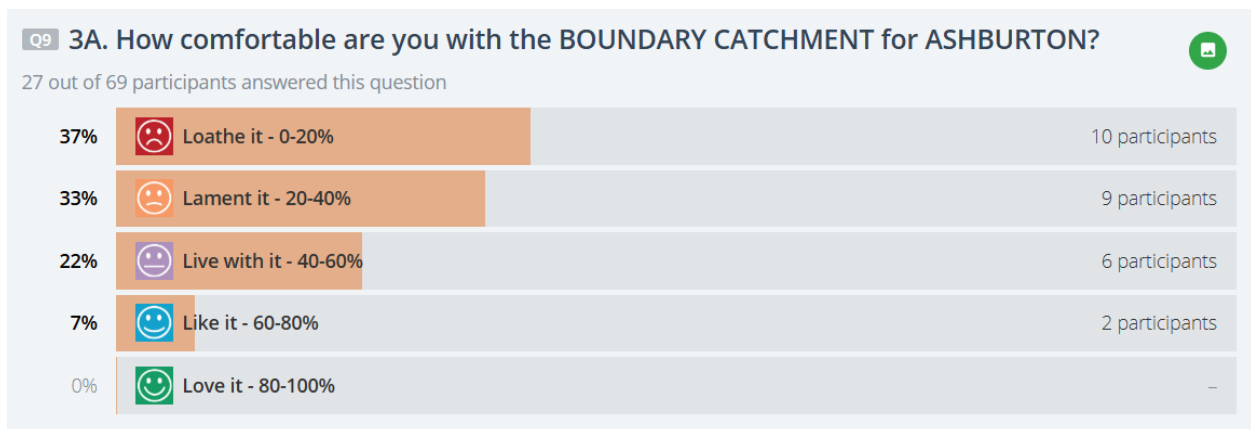
Perception that community input will not influence outcomes

Some of us said we “can’t have any influence” because planning settings like heights and setbacks are already determined. There was also frustration about “no information on community feedback,” reinforcing a lack of trust in the process. We don’t actually know what heights will be - only how many storeys.

Concerns about affordability and the purpose of the program

We questioned whether apartments will be affordable considering the underlying value of the land and the current cost of construction. This created doubt about the broader rationale for including this area.

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



The catchment design of Ashburton is incorrectly focused on the “Ashburton Village” shopping strip only, with large 800m boundaries.

The Ashburton activity centre is built around the crossroads of High Street and the Alamein line (Ashburton Station) and while the current core accurately captures High Street, it leaves out potential along the Alamein line. Some people expressed the view that the centre-point of the activity centre should be the entrance of Alamein station and the core or an inner catchment be expanded around this location as a transport centre, while others believe it should be the centre location of the high street shopping strip as an activity centre. There is also a belief that the catchment should be reduced and focused along the Alamein train line (Alamein station, Burwood Station) with Ashburton Village as a secondary focus.

The CRG recommends shrinking the catchment boundaries of the existing proposal, especially on the SW (due to heritage), NE (due to school precinct) and NW (due to topography) edges. Instead, the CRG recommends changes to boundaries to change where development occurs.

Firstly, the CRG recommends changing the boundary to capture Alamein station, expanding the boundary to the south (to Markham Ave & St George’s Cres), the east (Victory Bld) and the west (Munro Ave).

Secondly, the CRG recommends expanding the overlay to include car parks near the activity core (especially carparks on Marquis St) to facilitate future land uses besides car parking.

Third, the CRG recommends a new activity centre be created around the thriving Hartwell shops/Toorak Rd/Burwood Station to allow for higher buildings at this location, which contains high transport connectivity and amenity in its own regard. This will facilitate the substantial reduction in size and density of the Ashburton Activity

Centre catchment, which is the strong prevailing view of the Ashburton CRG, and allows density to be shared along the whole of the Alamein line.

The catchment area needs to consider the topography of the Ashburton area.

Ashburton Village and High Street sits along a local ridge line, ascending to the East and descending to the West. Both Northern and Southern edges of the activity centre fall away from the catchment core, falling steeply towards Ferndale Creek and Gardiners Creek. This elevation increases the walkability impact for the fringes of the catchment to reach the core, especially for properties north of Yuile St. The CRG recommends that the Northern edge of the catchment be limited to Yuile St. The elevation change also impacts overshadowing impacts for properties south of High Street.

Strong concern about impacts on heritage and neighbourhood character

We feel that “heritage overlays should be excluded” from any catchment and that current boundaries risk changing the “amenity and aesthetics” of established streets. Some people also feel that the streets surrounding Ashburton Primary School should also be excluded from the catchment, considering overshadowing and traffic/safety concerns near the school. There was a strong desire to protect “garden space, setbacks and trees”, as well as the fine-grain “shopping village” commercial feel, and avoid impacts on the existing neighbourhood character.

The catchment is too large and not aligned to how the area works

Many of us said the catchment is “too wide,” “too vague,” or “doesn’t account for how the area is used.” We felt boundaries should follow local logic like shops, streets and movement patterns, rather than broad or unclear lines.

Local streets and infrastructure seen as unable to support growth

The CRG has raised concerns about existing narrow streets (e.g. Eleanor St) and how existing land use encourages “Rat Runs” and other unsafe road conditions (for pedestrians & traffic). We raised concerns about “narrow streets,” “parking stress,” and “no feasible mechanism to widen streets.” There was a strong view that existing local conditions cannot support significant increases in density or traffic, increases risks around schools and pedestrian safety, and will worsen already difficult conditions, especially at peak times. The CRG recommends improved pedestrianisation and traffic calming measures on local streets to reduce the impact from out-of-neighbourhood cars.

The strong view is also that other accompanying infrastructure assessment (including flood and drainage modelling, public transport planning and utility capacity) has not yet been considered and should be completed prior to any new development. Some people feel that the single track nature of the Alamein train line will restrict future public transport capacity improvements such that the Ashburton Activity Centre will not be able to futureproof for future growth.

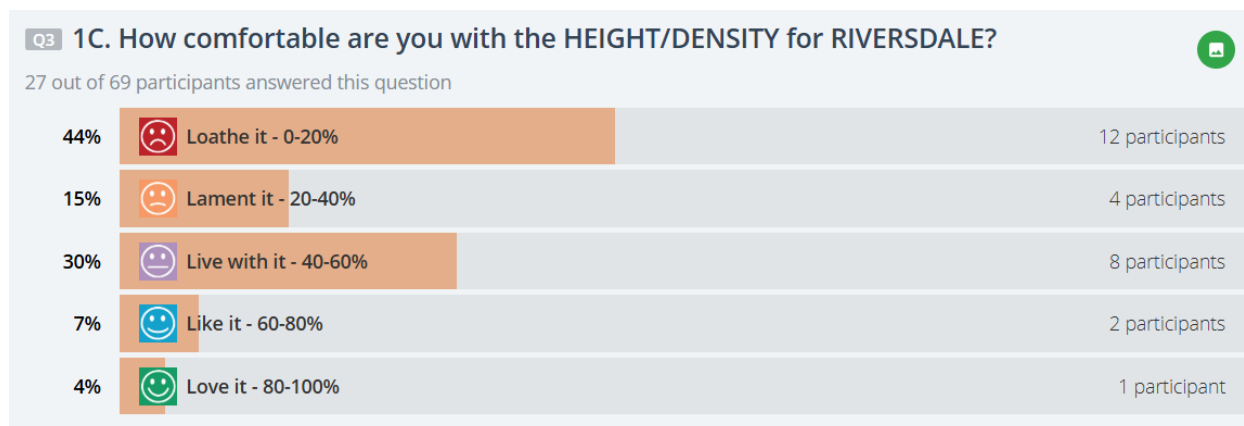
Tension between some support for growth and strong resistance overall

A few of us said the area “can accommodate increased density” or is a “high quality candidate,” but this was often conditional. Most of us emphasised limits, careful placement, or reducing the catchment rather than broad support for the proposal.

Concerns about lack of infrastructure planning and long-term impacts

We said there is “no plan for infrastructure” despite “massive population increases,” and questioned how schools, transport, and services would cope. This created concern about long-term liveability.

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



Strong concern that heights are too high and out of scale

Proposed heights are too high near HO 191 Hassett's Estate off Riversdale Road and near the station, and that this would "change the layout of the surrounding areas." We felt taller 3 to 6 storey buildings do not fit with a "low-rise, climate-resilient period/heritage homes" context and risk overwhelming the existing neighbourhood.

Preference for low to moderate density that respects character

We did not support increasing building heights density, and encourage the DTP to maintain the existing single and two storey heights and setbacks. There was a clear preference for heights and density that align with "architecture, setbacks, gardens and space between buildings," rather than large-scale uplift.

Tension between enabling more housing and protecting liveability

The reduced daylight, and loss of heritage and privacy, especially for adjoining properties. There was a strong sense that increased height will directly affect how people live in their homes day to day.

Infrastructure and feasibility doubts linked to density increases

We questioned whether higher density is realistic given the infrastructure limits, and whether promised housing outcomes are achievable.

Confusion and lack of clarity about planning controls

We said it is "not clear" how decisions are being made, including how areas like HCZ1 are defined and why certain streets are included. There were repeated calls for clearer explanation of how heights and density levels are determined.

Some support for higher density in specific, targeted locations

A smaller group of us supported more intensive development, particularly “around the train” or on “existing public land,” where it makes strategic sense. This support was generally conditional on good design and appropriate siting.

Questions about whether Riversdale is suitable for this level of change

Some of us said “Riversdale has no activity centre” or that it is “a low-frequency rail service,” questioning whether it should accommodate significant density at all. Others accepted some change but not at the scale proposed. Suggested to remove HCTZ 2 from HO 191 away from Quantock/Burnside (HO) to Willow/Byron (no HO).

Feeling that the process limits community influence

We said we have “no ability to influence this decision whatever feedback I provide,” reflecting concern that outcomes may already be set. This contributed to scepticism about the proposed heights and density overall.

Actionable next steps

Given there is no Activity Centre (designated instead as a 'neighbourhood centre') and taking into account the key concerns and feedback raised above, on balance (and noting some divergence of views), the recommendation is to remove the inner catchment for Riversdale (and Willison) and shift to a model with an outer catchment only. This is supported also by the geography of the proposed inner catchment area, existing green space, and presence of sites of individual and state significance.

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

Strong view that higher density is not justified in this location

Many of us said there is “no commercial centre to justify this increase in density” and “no core, so it does not make sense.” We felt the lack of a commercial activity centre function undermines the case for increased heights.

Height and density seen as incompatible with heritage character

We said the area is defined by “heritage neighbourhood character,” “single and double-storey buildings,” and that increased height will “destroy this.” There is a strong view that density should not apply in heritage overlay areas.

Preference for low-scale development if any change imposed

However one of us said “3–4 storeys is really no impact no issue,” and increases could be acceptable if “not too high” and not overshadowing key heritage areas and green spaces. This reflects limited, conditional support rather than broad acceptance.

Tension between allowing some growth and protecting what exists

A few of us acknowledged that “some areas can accommodate increased density,” particularly outside heritage overlays. However, this sat alongside strong resistance to broader change and concern about losing “amenity” and “character.”

Concerns about streets, infrastructure and local capacity

We said “the streets are too narrow to cater for increased housing” and raised general concerns about whether the area can physically support more density without negative impacts.

Repeated questioning of the strategic logic for Willison

We again said “Willison has no activity centre core” and is “not connected to a commercial strip,” reinforcing that higher density feels misplaced. This links closely to earlier concerns about why this area is included at all.

Lack of trust in the planning process and outcomes

Some of us said the process is “unacceptable,” that we “have zero confidence that it

will be different this time,” and that previous CRG input “was not reflected in the final plans.” There is a clear sense that feedback is highly unlikely to influence outcomes.

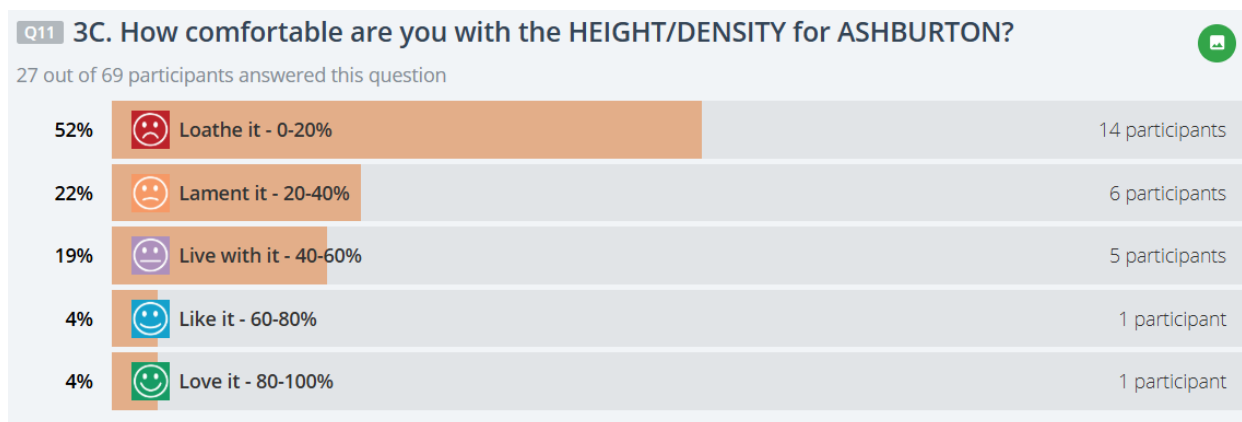
Concerns about broader purpose and outcomes, including affordability

We question whether “apartments will be affordable for those the Government is promising” and whether the program will achieve its stated goals. This added to scepticism about increasing density here.

A minority view supports targeted or moderate increase

A smaller number of us are “generally comfortable” or saw potential for increased density in specific parts of the area. This support was cautious and often conditional on excluding heritage areas and keeping heights modest.

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



Strong concern that proposed heights are too high and out of character

There is a general consensus of concern with building height. This extends to several voices calling for the complete axing of the program in the Ashburton area. A proposed middle ground of up to 4-6 storeys for the core is reasonable, with appropriate setbacks. Heritage areas should be protected, with areas appropriate for densification further in the below paragraph.

Denser housing opportunities should be limited to the immediate vicinity of Ashburton Station. There is consensus that outer catchment density is too broad, with opportunities for 3-4 storey buildings reasonable in revised catchment areas in Y Street, the south side of Aitchison Avenue, and Welfare Parade. Other areas for growth could be 6 storeys along Ashburn Grove overlooking the train line, with tiered 3-4 storeys towards Morotai Avenue to allow setbacks. As matching the already proposed core section. With these revised catchment proposals these heights of 4 storeys are acceptable. Outside these areas, there is great concern for over 3 storeys in height.

Significant concerns about overshadowing and loss of amenity

The proposal of four storeys within the outer catchment next to residential homes will greatly increase the population of the area and will create considerable detriment for both existing and future residents and pressure on existing infrastructure and amenities. While additional housing is a priority for Melbourne, there must be awareness that increased capacity of existing amenities are matched with projected population increase. As residents of the area, we are aware that there is major government investment required to support this change, but are extremely anxious that while housing will be provided, amenities will not be able to keep up with the increased demand. This extends to traffic and parking, where planning for increased demand is a huge priority. Existing issues with movement and accessibility will be exacerbated with the increased population and throughput. This needs to also

consider public transport connections to the area, with a tram line down High St a valuable addition.

Affordability is a recognised priority, but the proposal will not deliver these in the area because of the base price of land. Only small apartments are economically viable, or larger luxury apartments, neither of which address the need for two-to-four bedroom dwellings that address the housing affordability and availability in greater Melbourne. Therefore, the approach of denser housing, while admirable, is not actually feasible with the density proposed. We would like to see investment into larger units and townhouses that will more easily contribute to community feel, architectural interest and denser housing that balances need and connections to the community.

Loss of sunlight and solar capacity is also a concern. We call for a wider government investigation into overshadowing existing solar installations, but are particularly concerned about the degree in which existing investment into renewable energy will impact the Ashburton area.

Both private and public spaces must be protected from overlooking. This contributes to our argument that the area around Ashburton station, local schools, and local parkland, where overlooking is less of an issue.

We call for consideration into tunnelling effects, and review of meteorological data of the area to better understand the wind impact on both High Street and neighbouring areas.

We call for community building, with this being a multiple pronged approach. This includes supporting business growth and initialisation in the activity centre, leading to areas that support livability with access to existing infrastructure, and potential for increased vibrancy in the area.

There is some capacity for this around Ashburton Pool, Ashburton Park, and Ashburn Grove. An activity centre is more than utilising existing infrastructure, but also creating better communities. A greater community environment and density could also be created around Alamein Station. This must be done in conjunction with traffic planning to ensure safety of students and pedestrians utilising footpaths to access these highly frequented services. Additionally, traffic management in regard to both current congestion and projected growth needs sustainable and common-sense solutions. This is not something that can come after growth, but needs to be addressed before any further densification of the area.

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
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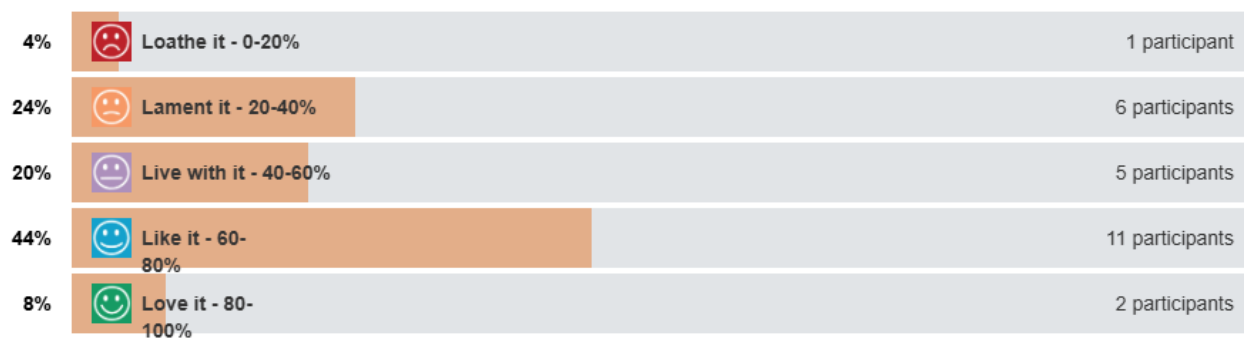
6. APPENDIX

- 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?'

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

25 out of 120 participants answered this question



Q2 Why did you choose this level of comfort?

24 out of 120 participants answered this question

I chose this because I do not agree that the introduction states the Statement does not consider young people. There were a number of young people who were selected in the room who contributed to the conversation and shared their views. I feel the Riversdale Group was very underrepresented in the room having only 3 participants from this area hence the graph results from people commenting who do not live in this area or know the area. Almost of the entirety of the room was people representing Ashburton Activity Centre which I do not feel is fair grouping everyone together in one room. The most common feeling in the room was to protect heritage areas such as Hassett Estate (HO 191) and the Golf Links Estate (HO) and the green leafy canopy trees in the front and back yards and the neighbourhood character. The general comments were to keep to minimal heights in the main activity centres and to remove HCTZs from the outer catchments in Heritage Overlays as these abut sensitive interfaces which would need to be protected. I agree with 2-3 storey development in the right places, predominantly nearer stations and main roads.

The process we followed was designed around a framing that I didn't agree with. Some parts of the remit were irrelevant for this area, so the feedback will be discarded.

I felt that there was a bias and we were funnelled in a pre determined direction

The statement advice generally captures the range and breadth of issues discussed over the past few days. Whilst I may not agree with all that is included that is ok. I do think however it could have gone further in providing specific advice particularly in Ashburton where the local knowledge is strong.

I broadly support our Statement of Advice. The reason I didn't put 'Love' was the inclusion of a desire for greater heights in Ashburton. This was the view of a small minority & did not reflect the wider sentiment.

I agree with the majority of the sentiments expressed in the report. There were opinions expressed that were made by a small minority that made it seem like they were made by the majority.

I feel like there were a lot of topics covered that did reflect my views

The overall message in the statement of advice is good with clearly defined boundaries of the views of the participants of the group. I felt that a few members of the group decided to use this to sway and put in their opinions as fact decenting from the overall consensus of the group as a whole. Heights in particular in and around ashburton suggestion 6 storeys were views only held by a select few who were in a minority of opinion and refused to accept others point of view on this issue. They came to this conclusion without considering the overall reservations of the group instead only seeing it from a housing point of view disregarding infrastructure limitations and impact on local community. Apart from this the feeling that the overall catchment and density being too over reaching being too big and vague without proper forethought about the impact on community.

I think that there were some strong personalities that had lots of extra information that others had not seen that made it hard for people with differing opinions to really be heard. There were also times that when it was suggested that not everyone's voice had been included that the response was yes they have.

I think the direction of the plan is wrong, and that there was no real opportunity to provide input because so many things had already been decided.

Rather than haphazard, adhoc developments, some alternate options could be to plan out bigger areas for large developments that can built in harmony with the environment.

I completely agree that something needs to be done, I just don't agree that this is the best way forward

I think the statement broadly captures the view of the people in the room, noting that it was heavily weighted to older demographics who already own property. However, there is one section I take strong exception with. Under section 3C it was added that "Some people feel that the single track nature of the Alamein train line will restrict future public transport capacity improvements such that the Ashburton Activity Centre will not be able to futureproof for future growth."

I was not happy with this addition as it's demonstrably false and not a matter of opinion. The Alamein line can already accommodate an 8 minute frequency (well above the current 15-20 minute frequency in peak times) this could further be increased cheaply by adding a second platform at Ashburton and terminating additional services there. (When viewed in isolation from the rest of the network).

However, what was not captured, is that since the train line doesn't link up with its old alignment to East Malvern and Hughesdale stations (providing interchange with the Glen Waverley and Cranbourne/Fakenham/VLine services), lack of extensions of the number 385 tram lines, and general lack of reform with buses, it is accurate to say the only convenient direction to travel by public transport from the Ashburton area is north to Camberwell and on to the city. It's not as convenient for many people in the area to make many trips by public transport, and the current Activity Centre Plan does not address this for Ashburton at all (or rather, this information wasn't presented to us).

Increased frequencies for the 734 bus and Alamein line will be required.

Although there are some statements made in the SOA that I do not fully agree with, it generally represents the sentiment of the CRG team.

It is important to emphasise that the CRG process was flawed by a lack of key data from the DTP, including:

- details and implications of the new Townhouse & Lowrise codes, and the Midrise code;
- Community infrastructure needs assessment reports;
- Shadow diagrams for the AC cores,

This lack of data led to participants being incapable of making informed deliberations.

The statement of advice definitely identifies significant change required to the proposal, however some details are elaborated and clarified below: The overwhelming opinion of the group is that the boundaries are arbitrary and not reflective of the use of the space. There was significant confusion regarding whether Ashburton is considered a "train and tram" activity center and centered around the station, or if it is considered a "neighborhood" center, and focused around the shopping precinct.

Regardless of the title of the zone, there was consensus that the catchment was too broad and included areas not appropriate for increase in development. There was strong opinion that Ashburton doesn't have sufficient transport infrastructure (or future capacity) to be able to support a large increase in population density and that any increase in density will correlate with an increased reliance on cars. Residents cannot easily access a supermarket, sporting locations, schools, work (beyond the CBD) using the public transport infrastructure available in Ashburton. Any uplift in density will therefore directly increase parking issues and traffic congestion.

In addition to the problems with road and parking capacity, there are also strong concerns regarding pedestrian safety around the Ashburton primary school precinct. A pedestrian lane runs from Baker street, across Eleanor street and to Fakenham Rd where many children independently cross. Children have been hit by cars rushing in peak times, and the car congestion and pressure on this area is already problematic.

It is for these reasons, I would personally, and strongly recommend that the catchment is reduced to only encompass high street, Ashburn grove and Welfare parade. With the core staying largely the same (although strong preference to reduce to 4-5 stories high - not enough time to explain logic behind this), with council approving other development on a case by case basis.

A further significant concern relates to the preservation of neighborhood character and green canopy. The vast majority of the vegetation is within private land and there was a strong preference to ensure greenery is maintained in areas outside the identified catchment (above)