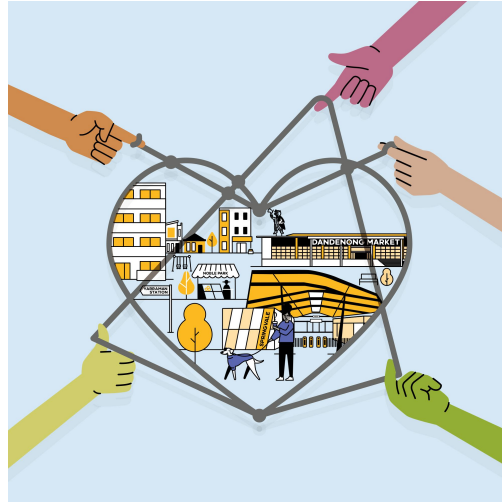




DTP Community Reference Group

STATEMENT OF

ADVICE

Activity Centres

Springvale to

Dandenong

22 March 2026

REMIT

How do we plan for more homes in and around Springvale, Noble Park, Yarraman, and Dandenong, while strengthening the things that make these places unique?

1. INTRODUCTION

This document was written and developed by 22 residents in the Greater Dandenong LGA. This document cannot accurately represent the views of 167,000 residents who live in the Greater Dandenong LGA. We also acknowledge that 35 people were selected to participate in this, and only 22 attended. There are concerns of insufficient representation and culturally competent engagement prior to this Phase 2 Community Reference Group. We hope that these views represent the wider community of which we engage with. We are disappointed that the State Government did not make a special effort to engage with CALD (Culturally and Linguistically Diverse) residents and did not notify residents. We note for future engagement that further efforts should be made to reach all parts of our community for their opinions.

This report is a combination of the views of the representatives in this group and aims to represent the full views of the Greater Dandenong LGA. This report was completed at the end of an intensive 2 day workshop. There were limitations in having sufficient time or resources to dive into the depth of knowledge shared by the community. Day 1 of the workshop involved broad discussion of what we valued in our community, and what we wanted to see change. At the end of these discussions, each representative submitted their individual opinions, which were then collated and summarised as part of this report. Day 2 involved reviewing, updating, and editing these responses to ensure that all representatives were involved in the final product. We note that there is a variety of opinions on this topic, and we have aimed to provide a representation of the diversity of views.

We are disappointed that alternative maps of the Dandenong-Springvale Activity Zones were not provided to allow participants to choose and debate over. We observed that of all the transport zones of Train and Tram Activity Centres - Stage 2, we are the most densely and height affected communities whilst also currently housing the lowest socio-economic community. Some of us ask whether the State Government prioritises inner-city suburb character and heritage rather than the outer suburb LGAs.

2. WHAT WE LOVE AND VALUE ABOUT THESE ACTIVITY CENTRES

What We Love And Value

Green spaces, trees and open space

People valued greenery and trees, creek parks, bike trails, public parks, open spaces, walking paths, parkland, and wanting to protect all open space, parks & gardens. The ideas captured point to places with trees along Mile, Yarraman and Dandenong Creeks, trees around Noble Park and Yarraman Stations, and a suburban feel with backyards, open sunlight, gardens & park. We value the river red gums (which are heritage plants) along Mile creek.

Walkability, trails and easy local access

People valued being able to walk to stations & shops, and cycle through the area. This was linked to bike trails, the Djerring Trail, Dandenong Creek/Eastlink Trail, open spaces, walking paths, and everyday ease of getting around locally on foot or by bike.

Shops, markets, food and local business

People valued the authenticity of food, culture, the richness of the area, and a diversity of shops. The responses also pointed to Dandenong Market, quality shops, small local businesses and restaurants, and multicultural cuisine, with Springvale shopping centre recognised as something people value and want to protect.

Community hubs, services and social connection

People valued places that bring people together, including the Springvale Community Centre, Springvale Community Hub, community hubs / library, Noble Park Aquatic Centre, and Dandenong Hospital. There was also a clear sense of social connection in references to community, being close to local shops, and connectivity to the rest of Melbourne through rail, Springvale Road, Princes Hwy, Monash Freeway and Eastlink.

Culture, diversity and multicultural identity

People valued the authenticity of food, culture, the richness of the area, and being a multicultural area with a diverse multicultural community. This came through strongly in references to Asian cuisine, culture / multicultural, and the mix of people, shops and everyday life that gives these centres their distinctive identity. There are 150 different

nationalities and cultures represented in Dandenong LGA with a population of 167,000 people and it is important to represent this culture.

Heritage, character and village feel

People valued the heritage buildings across all activity centres, including the Noble Park Public Hall and the James Building. Heritage sites cannot be lost. This sat alongside appreciation for village character, quietness of Noble Park, and the broader sense of local identity and character across the centres.

What Would Need To Remain For It To Still Feel Like This Place

Trees, greenery, creek paths and open space

People said this place would still need greenery, trees, creek paths, open spaces, and to keep and increase the number of trees. This also included preserving tree canopy, sunshine / sunlight & open space, and the sense of a place with space around it rather than losing its green setting.

Markets, shops, vendors and local business

People said markets, shops, vendors, small local businesses and restaurants, and the vibrancy of shops would need to remain. There was also a strong sense that the area would need to stay viable for market vendors, with local business activity continuing to be part of everyday life.

Walking, bike trails and pedestrian space

People said bike trails, pedestrian space, and better walking connections would need to remain. Moving through the area on foot and by bike is part of what makes it feel like this place. Example Djerring trail, Dandenong creek trail etc.

Affordability, housing diversity and backyards

People said affordability would need to remain alongside diversity of housing. The responses also pointed to keeping the suburban lifestyle & backyards, and to thinking carefully about growth so housing change happens in a way that still fits the area. Social housing supply needs to be balanced with private/residential supply.

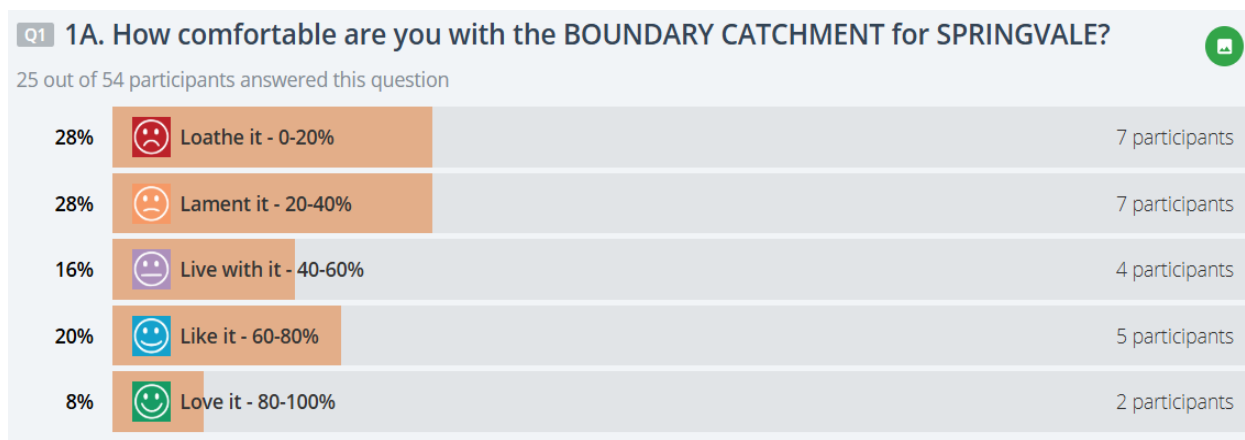
We noted that this area includes a portion of public housing. There is sentiment that oversaturation of public housing can risk the desirability and current challenges of safety in the area. The entire purpose of an activity centre is to create desirable public spaces where new businesses can open and improve amenities for the community. We

want to maintain some public housing in the area, welcoming the contribution they provide to the community. We want to maintain the same balance of public housing, increasing the number in consistent proportion with the increased number of homes.

Character, cultural history and what makes the place itself

Would like to maintain Springvale cultural character and diversity in area, village feel in Noble Park, and multicultural history in Dandenong. Have cultural markets e.g. Dandenong market, Springvale market.

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



Concerns about how the boundary is defined

There is a big concern on how the catchment has been drawn, particularly the use of the 800 metre radius distance. Currently we understand the Springvale Community Hub is one of the reference points, however, the reference point should be the Springvale Train Station.

With the area in Springvale's North-East, it is believed the catchment area should be considered to become Outer Catchment rather than Inner Catchment. This is due to this particular corner of Springvale (bordered by the Mile Creek, Springvale Train Line and Sandown Racecourse) can only be accessed via Springvale Road.

Springvale Road is a major corridor that connects road users to the Monash Freeway, Dingley Bypass, and Peninsula Link Freeway.

With Core categorisation of the corner of Watt St and Springvale Road (northern end), it is believed this classification is incorrect due to a Core classification interfacing directly with an Outer Catchment. It is inconsistent with the gradation planning principles. A suggestion is that the corner of Watt St and Springvale Road become Inner Catchment.

Traffic and road pressures

There were concerns raised about existing traffic congestion and how additional density will worsen movement, parking and safety.

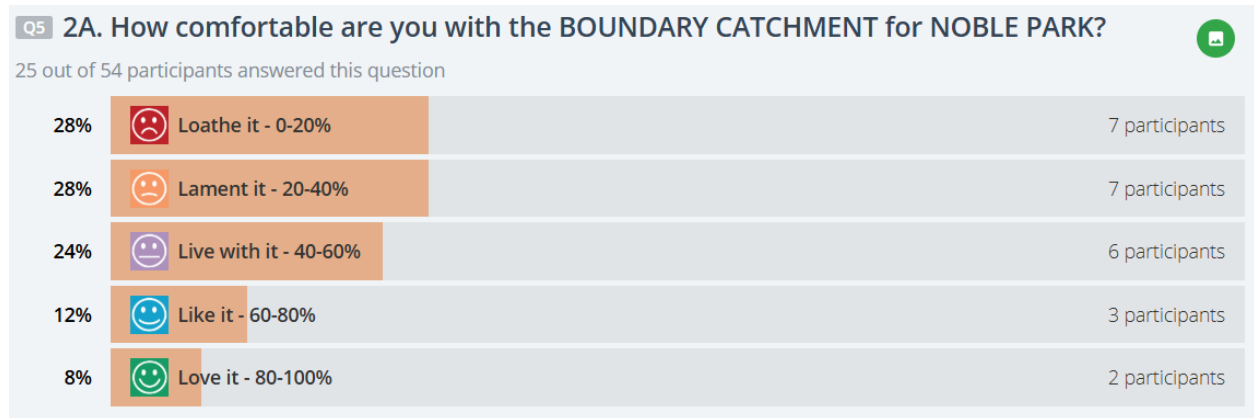
Specific roads and bottlenecks were highlighted as already under strain. For example, in residential streets, there are cars parked on each side, making driving on these roads essentially one-way. These roads are not able to support parking, two-way traffic and emergency vehicles.

Infrastructure and service capacity

There were strong concerns about whether the current infrastructure and services will support the level of growth proposed - such as sewerage, roads, parking (street parking and multi-level parking) and local public transport.

Infrastructure and services should keep pace with this increased development.

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



Concerns about scale and what the area can support

We often felt the catchment is “too big” or beyond what the community can cope with. Some of us questioned whether the scale reflects local conditions, especially given the size of the centre and surrounding neighbourhoods. There was a sense that the boundary is overreaching, especially detracting from the village character.

Some people were still unclear about how the proposed changes will be managed and unintended consequences.

Infrastructure and capacity pressures

We raised concerns about insufficient infrastructure, including parking, roads and services, to support the proposed catchment. Many of us pointed to existing congestion and safety issues, and felt these would be made worse. There was a strong view that infrastructure is extremely already under strain.

Safer walkability and cycling should be promoted. Less than ideal pedestrian access in streets needs to be addressed.

How will planning controls ensure fine-grain retail and small shopfronts remain, rather than large commercial tenancies replacing local traders?

Traffic, parking and safety impacts

We highlighted traffic bottlenecks, parking shortages and safety risks as key issues. Some of us described daily experiences of congestion and concern about increased

pressure in residential streets. There was also concern about impacts on safety, including crime and road conditions.

There is a concern that on-street parking is already at capacity and there should be a requirement for adequate off street parking for additional residents.

Parking and traffic congestion around places of worship and schools is a real problem. Parking around schools at drop off and pick up times, Church services e.g. Marriages and Funerals, Prayer time (Mosque) creates grid locks on neighbouring residential streets already. How will parkability be maintained?

Boundary logic and suggested adjustments

We questioned aspects of how the boundary has been drawn and suggested specific changes. Some of us proposed extending the catchment in certain directions, while others suggested reducing or refining it. There was a shared focus on making the boundary more logical and better connected to key places like the station.

Some assets should not be in the boundaries eg. Heritage Buildings, Noble Park Public Hall, RSL and the James Building circa 1920. Noble Park Public Hall has local heritage overlay, RSL land is owned by ANZAC House not the sub branches in any TTZAC area, and James Building c1920 needs heritage protection .

Some residents support the reduction of the outer catchment as a whole including the removal of French Street, Leman Crescent and Jasper Street from the outer catchment. Jasper St is a dead end street with only one entry and exit point on to busy Heatherton Rd.

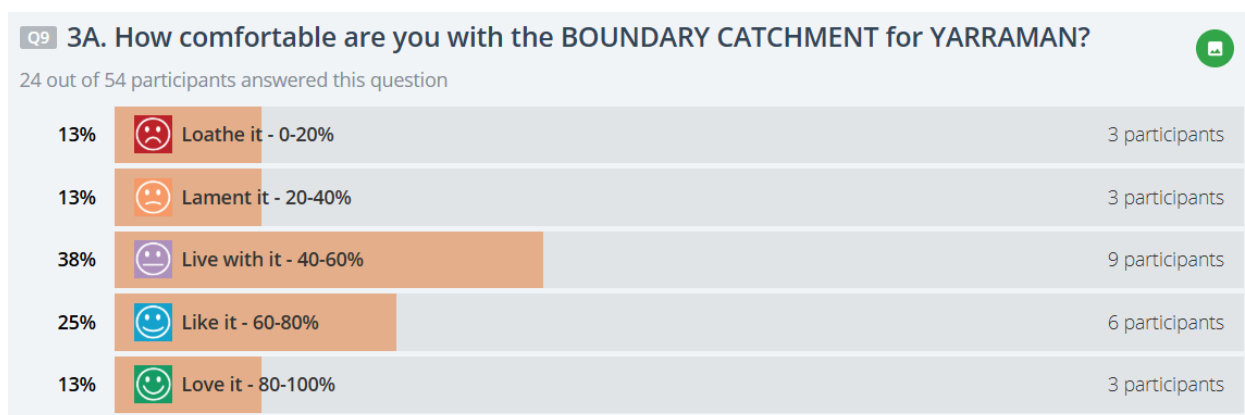
Impacts on residential areas and neighbourhood character

We spoke about how the catchment affects residential streets, particularly at the edges. Some of us were concerned about increased density being pushed into quieter areas and adversely changing neighbourhood village character and eroding human-scale streets.. There was a desire to better manage transitions between the centre and surrounding homes.CGD Council has put in their own submission in regards to Noble Park asking that no building conditions are changed from C 224g Noble Park (2022)

Mixed views with some support for the approach

While many concerns were raised, some of us felt the boundary makes sense in a strategic way or could work with adjustments. There was some support for development and growth, particularly if infrastructure and planning are improved. Views varied on how much change is appropriate and where it should occur.

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



Mixed views on boundary size and extent

We expressed a range of views about the size of the catchment. Some of us felt it is “too small” or should extend further toward the neighbouring activity centres, while others felt it spreads too far from the station and should be concentrated close to the station ramps. There was a general sense that the boundary was mostly appropriate.

Focus on access to the station and connectivity

We spoke about the importance of improving access to the station, with some of us noting current accessibility issues due to the very steep access ramp to the centre platform, lacking appropriate rest points. There was a view that any changes to the boundary should go hand in hand with better connections, including walking/cycling and movement between Yarraman and nearby centres (providing pedestrian/cyclist access to key Dandenong sites e.g. Dandenong Market, Drum theatre).

Traffic and infrastructure concerns

We raised concerns about traffic, congestion and whether infrastructure can cope with increased density. Some of us felt the area already experiences pressure, and that further development could make this worse. There was also mention of services like police and general infrastructure (road maintenance - pot holes, medical centres, parking accessibility) needing to keep up. Widening the footpaths and creating cycling paths where mile creek meets Chandler Road would improve walkability for residents. And also improve connectivity to the Noble Park CBD. Also imposing an appropriate minimum car space per dwelling so as not to overwhelm on-street parking with parked cars.

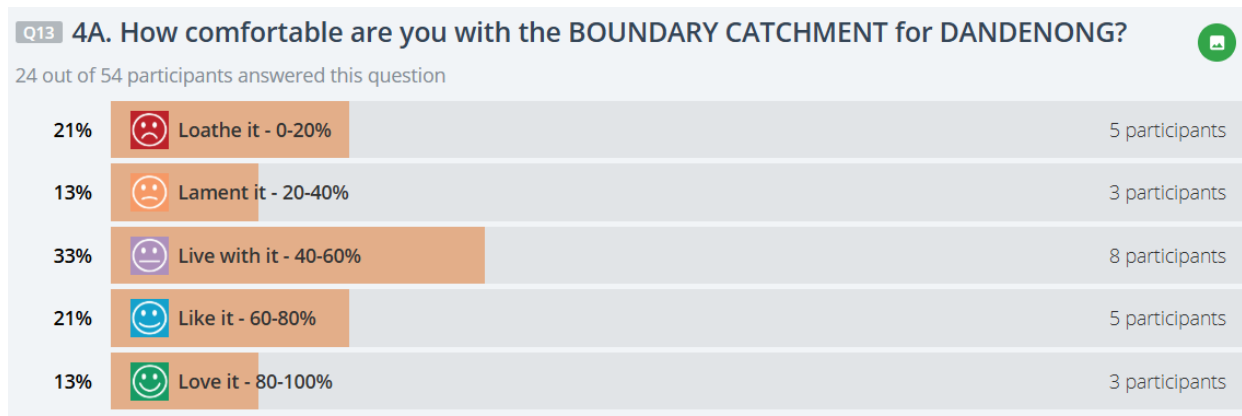
Suggestions to refine or adjust the boundary

We offered ideas to potentially extend the boundary, expanding it to areas that are in close proximity to the station and shops. Some of us felt the current boundary is “acceptable” whilst others thought it would benefit from refinement, particularly extending the catchment zone further north and/or further east, as long as there are adequate plans for supporting infrastructure to make this viable (Parking, bike lanes, wider walkable paths and lighting)

Local conditions and environmental constraints

We highlighted specific local factors such as flooding, solar access and existing land uses that should be considered. Some of us noted the need to protect green spaces or ensure development does not cause shading impact surrounding properties.

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



Concerns about scale and pace of change

We expressed mixed views about the size of the catchment, with some of us feeling it is “too big” or moving too fast for an already congested area. Others saw Dandenong as a “bigger location” that can support more growth. There was a tension between capacity for growth and concern about how quickly change is happening, particularly with the additional projects currently underway, namely the Dandenong Market Precinct Masterplan, and Capital Alliance around Little India.

Infrastructure and services needing to keep up

We raised concerns that infrastructure and services are not keeping pace with proposed development. Some of us pointed to the need for more hospitals, schools, green space and updated amenities. There was a strong view that growth should be matched with investment in supporting infrastructure.

Traffic, congestion and movement challenges

We highlighted existing congestion and concerns that the boundary will add further pressure to roads and transport. Some of us described traffic issues, parking shortages and local road impacts. There was a clear concern that Dandenong is already under strain.

Boundary logic and suggested refinements

We questioned aspects of how the boundary has been drawn, including areas that feel excluded or could be better connected. Some of us suggested shifting or extending boundaries, particularly closer to key places like the market or activity areas. Others felt the boundary broadly “seems logical”.

Fit with local character and surrounding areas

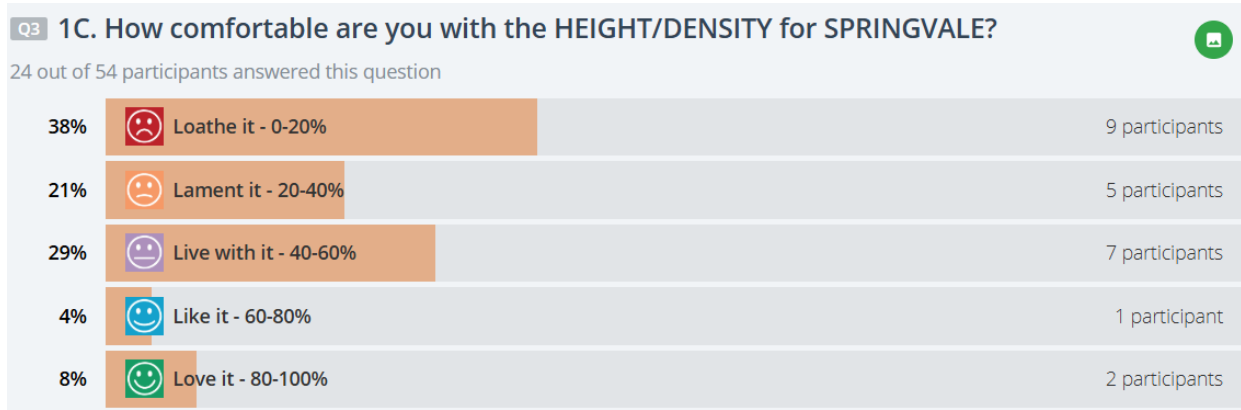
We spoke about how the catchment interacts with surrounding residential areas and the need to manage these transitions. Some of us wanted to retain a more suburban feel in certain areas, while recognising Dandenong's role as a major centre. There was a call to better consider edge conditions.

Mixed confidence in the process and information

We raised concerns about consultation and whether enough people have been engaged to inform decisions. Some of us felt there is not enough information or clarity about how changes will improve the area. Others were more comfortable with the direction but still wanted clearer justification.

The feedback that has been provided reflects the parts of the Activity Centre that are being planned by the Department of Transport and Planning. The feedback does not relate to the development of the area in orange covered by the Central Dandenong Comprehensive Development Plan, or the Revitalising Central Dandenong Plan.

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



Concerns that heights are too high

We frequently said the proposed heights are “too high” and not suited to Springvale. Many of us pointed to examples like 16 storeys or even 8 storeys as excessive, with calls to cap heights lower, especially in residential areas. There was a clear sense that the scale feels overwhelming for the current context.

We are comfortable with up to 8 storeys for the core area, 5 storeys for the inner catchment, and up to 3 storeys on the outer.

Impacts on liveability and amenity

We raised concerns about overshadowing, loss of sunlight, reduced solar access and impacts on privacy. Some of us spoke about losing “backyard sunlight” and solar panels performance, tree canopy and open space, and the effect this would have on how we live day to day. There was also concern about wind tunnels, environments turning into concrete jungles (like what Box Hill has become) and reducing overall liveability as a result. These concerns should be addressed before any proposed developments.

Infrastructure not keeping pace with growth

We questioned whether existing infrastructure can support increased density, with concerns about traffic, parking, drainage and services already at capacity. A majority of us felt increasing density without first addressing these issues would make existing problems worse and reduce quality of life.

We felt high-density living isn’t environmentally sustainable, and would prefer greater infrastructure development in other areas, instead of introducing high-density living and continuing to over-stress existing infrastructure in our neighbourhood, so

infrastructure usage is spread out, rather than concentrated within Springvale, because the road infrastructure can't possibly be expanded.

Also, high-density living is at odds with renewable energy pathways introduced by the Federal government's rooftop solar program, as high-rise apartment buildings have limited capacity for rooftop solar, and can't possibly sustain the many families within an apartment building, unlike rooftop solar in less dense developments.

Impacts on character and community feel

We spoke about the risk of losing the character of Springvale, including its "community feel", cultural identity and street life. Some of us felt high-rise development could disconnect people from the street and change how the area functions socially and economically.

Many residents chose Springvale based on its established low-density suburban character and the planning expectations that come with it.

Introducing higher-density development into these areas represents a significant shift in built form and community feel. Where increased density is required, it should be directed to locations that are clearly planned and supported by appropriate infrastructure from the outset, rather than imposed within established suburban settings.

Mixed views with minority support for high-density development

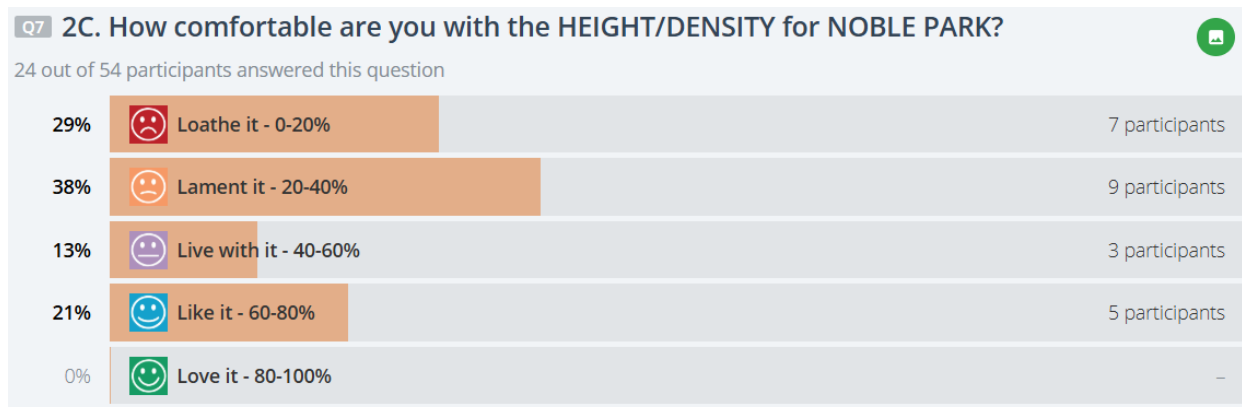
While most participants raised concerns, a minority supported increased density to improve housing supply, activate the centre, and support local businesses. There was general agreement that Springvale is a busy and growing area, but differing views on how much change is appropriate and where it should occur.

A common view was that if higher-density development is required, it should be directed to other areas that are specifically planned and supported for that purpose, rather than being introduced into established low-density suburban neighbourhoods.

Many participants also felt that infrastructure investment has not kept pace with growth, and that increasing density without first addressing these constraints risks worsening existing issues such as congestion and limited parking.

Some participants further expressed concern that Springvale appears to be targeted for more intensive development compared to other activity centres, raising questions about consistency and representation.

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



Concerns that heights are too high

We often felt the proposed heights are too high, with many of us pointing to examples like 12 storeys as excessive. Some of us suggested lower limits, such as 3 or 4 storeys, as more appropriate, others felt that 2 stories should be the maximum to maintain the village feel. There was a strong sense that the scale does not fit the area.

If 12 stories are allowed, it is 2x to 3 x what already exists and already 6 stories is controversial within the community. To date, inadequate consideration has been given to whether new builds fit into the current village character. Due consideration needs to be given to height limits, setback and design guidelines to prevent high rise from dominating the activity centre.

Wind tunnel effect is a real concern to some, as is emergency management and waste management.

Impacts on liveability and neighbourhood quality

We raised concerns that increased density would make the area “no longer be nice to live in”. Some of us spoke about overcrowding, reduced amenity and impacts on how people experience the area day to day. There was a clear concern about maintaining a “village feel”.

Infrastructure and services under pressure

We questioned whether existing infrastructure can support more density, with concerns about traffic, parking, schools, health services and community facilities. Many of us felt these systems are already under strain and would not cope with additional growth.

Traffic, parking and congestion issues

We highlighted existing congestion and parking shortages as major issues that would worsen with increased density. Noble Park religious community facilities and schools parking are over capacity, for example at Mass, Friday Prayer, and school pickup. More work needs to be done to consider traffic impacts in these areas and consider the role of public transport to alleviate traffic.

Some of us described Noble Park as already a “traffic nightmare” with spillover into surrounding streets. There was concern about both residential and commuter parking.

Impacts on amenity, environment and built form

We spoke about overshadowing, loss of sunlight, tree canopy and green space, as well as wind and heat impacts from more concrete and taller buildings. Some of us were concerned about privacy and overlooking, particularly for surrounding homes and schools.

Maintain existing matured gardens and tree canopy. Landscaping, green roofs and vertical gardens should be considered. Access to sunlight, open spaces, public plazas and community gathering areas needs to be maintained. The biodiversity found in Ross Reserve, Copas Park, Mile Creek, Parkfield Reserve and Mills Reserve and surrounding areas needs to be taken into account and habitat conserved to ensure population maintenance and ideally increase.

Need for more balanced and better-located development

We expressed support for some increase in housing, but at a more appropriate scale and in the right locations. Some of us suggested concentrating height in the centre and reducing it in surrounding areas. There was a call to better balance growth with infrastructure and local character.

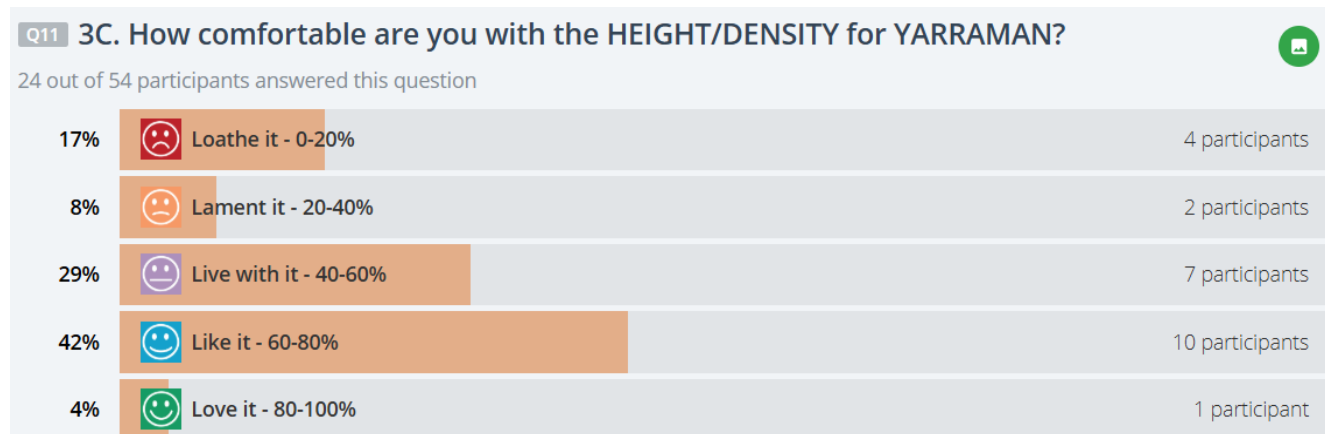
Mixed views with some support for change

While many concerns were raised, some of us supported increased density to bring more housing, activate the area and support local businesses. There was recognition that change is needed, but differing views on how much and how fast it should happen.

Safety

Yarraman and Noble Park should be designed to be safer to encourage business investment. This ties into social housing ratios, housing limits and road design to manage safety for residents.

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



Mixed views on appropriate height and scale

Most of the group felt the lower housing density compared to other stations was well suited to the character of Yarraman as it currently has lower retail and community services. Others expressed a view that this housing review provided an opportunity to adjust the land use close to the station to mixed use, allowing development of retail across Railway Parade from the station.

We expressed a range of views about the level of density, with some of us comfortable with moderate increases of up to 6 stories and others feeling that heights of up to 4 stories are too high, needing to maintain the suburban character that attracted people to the area.

There is concern that an increase in buildings will also impact solar PV generation on existing properties. A suggestion for remediation includes utilising available roof space on neighbouring industrial/commercial buildings in Yarraman/Dandenong to supplement the decreased residential solar PV output.

Preference for lower-scale, suburban character

We spoke about wanting to retain the “suburban feel” and quieter character of Yarraman. Some of us preferred lower heights, noting the area is small, tree-filled and not like a major centre. The Yarraman Station is regularly skipped by express trains and locals often drive to neighbouring stations which have better parking and access (lifts). There was concern that higher buildings would change the feel of the area.

Infrastructure, traffic and access concerns

We raised concerns about congestion, parking and whether current infrastructure can support more density. Some of us noted existing traffic and access issues especially along Chandler Road and Railway Parade, citing numerous traffic accidents and difficulty for emergency vehicles, buses and garbage truck access in narrow streets. Others shared stories of blocked drainage systems, roads not maintained (pot holes) and water supply failures for multiple properties in the area. There was a clear concern that more development could make these issues worse. Also having both Pakenham and Cranbourne lines run through i

Need for better planning of activity and centre function

We questioned whether the centre has enough activity to support higher density. Some of us felt there is “no point” increasing density without cafes, restaurants, small grocery store or gym located at the station with the improved connectivity that it provides. There was a view that growth should be linked to creating a more active and functional centre, noting that this could be linked to more houses than proposed by DTP.

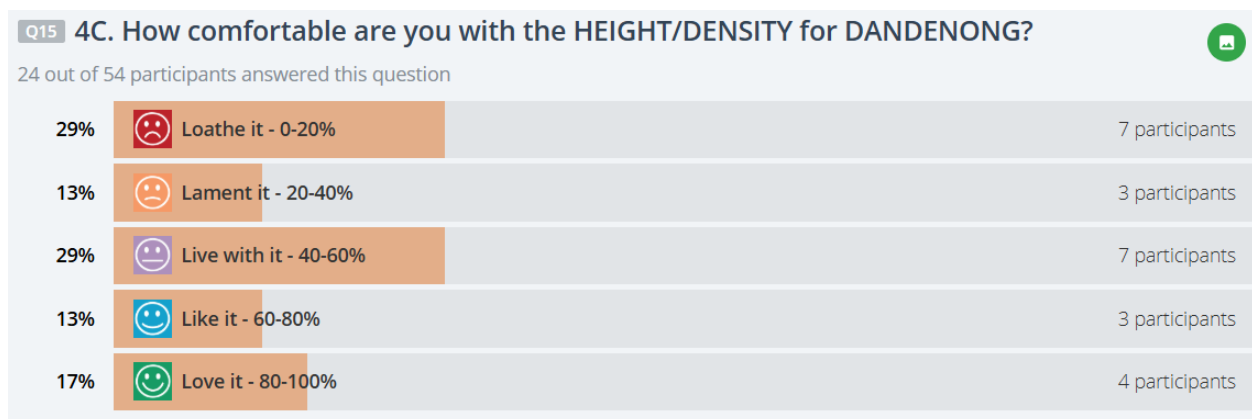
Impacts on amenity and environment

We highlighted concerns about overshadowing existing solar PV systems, noise and impacts on green spaces. Some of us spoke about protecting creek areas, tree canopy and open space, especially Greaves Reserve. There was a clear call for better guidance on managing these impacts and allowing space along the roads to maintain or increase the tree canopy.

Desire for clearer planning and balance

We felt density should come with clearer planning around public housing, amenity, infrastructure maintenance/upgrades and outcomes. We noted that this area includes a portion of public housing. There is sentiment that oversaturation of public housing can risk the desirability and current challenges of safety in the area. The entire purpose of an activity centre is to create desirable public spaces where new businesses can open and improve amenities for the community. We want to maintain some public housing in the area, welcoming the contribution they provide to the community. We want to maintain the same balance of public housing, increasing the number in consistent proportion with the increased number of homes. Some of us supported mixed-use development to accompany the growth, while others preferred minimal change. We do not understand how extra homes can be built without improvements to the existing infrastructure. Overall, we are looking to restrain housing growth unless it is accompanied by increased liveability.

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



Mixed views on appropriate height and density

We expressed a wide range of views about height and density in Dandenong. Some of us felt higher buildings are appropriate for a major centre or “CBD”, while others were concerned the proposed heights are not right. There was a clear sense that opinions vary depending on how people see Dandenong’s role.

Concerns about infrastructure and capacity

We questioned whether there is enough infrastructure to support increased density, particularly around transport, parking and public spaces. Some of us felt the area is already under pressure and further growth could make this worse. There was a strong view that infrastructure needs to keep up.

Impacts on amenity and built form

We raised concerns about overshadowing, loss of sunlight, wind tunnels and overall building quality. We want the design of buildings to respond to the needs and expectations of the local community. Some of us shared concerns about poor building design, which would have negative impacts on how the area feels. There was a call for better design controls and greener outcomes.

Some of us also spoke about the risk of poor construction and regulatory compliance resulting in poor quality homes for the community.

Need to balance growth with liveability

We recognised that Dandenong is growing, but emphasised the need to balance density with liveability. This includes the need to build social housing to support the community, but in proportion with private market housing to maintain liveability for everyone. Some of us spoke about ensuring a mix of housing types and avoiding overdevelopment. There was a clear desire to “balance” growth with quality of life.

Transport, parking and movement pressures

We highlighted concerns about congestion, parking availability and access to key destinations. Some of us pointed to existing issues around busy areas and event spaces. There was concern that increased density would add further pressure.

Support for growth with the right planning approach

While concerns were raised, some of us supported increased density if it is well planned and reflects Dandenong’s role as a major centre. There was interest in more housing, activity and economic development, but only with better planning, design and infrastructure in place.

5. LOOKING TO THE FUTURE

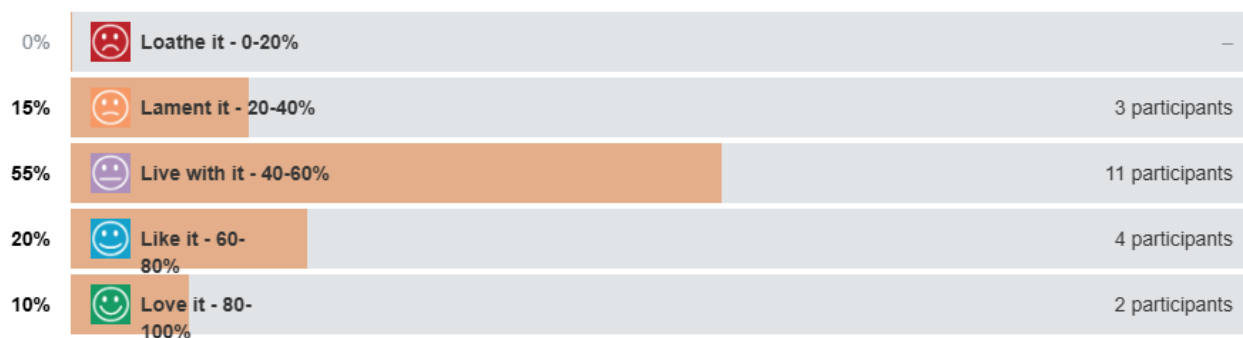
- Summary of CRG overarching comfort level with the draft Activity Centre PlanS
- Raw output aligned to CRG comfort levels and responding to what would increase their level of acceptability for the draft plan overall
- Raw outputs of 'how comfortable are you with the Statement of Advice?'

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?

20 out of 78 participants answered this question



Q2 Why did you choose this level of comfort?

19 out of 78 participants answered this question

I can see some of my voice there. I understand this is a group effort and so not everyone will have everything that they want written down. The facilitators made good efforts to keep the conversation flowing and ensuring we have a voice.

I choose this level of comfort because for me, we all have individual ideas of how we want certain things to be. But obviously as a group, there will always be a compromise. I do support the statements laid out on the specific areas, but it's not a one size fits all. Overall, it did capture the general outlook of the members of the group.

I think the statement encompass views and opinions that range from broad feelings to specific suggestions and objections. My personal suggestions have been expressed in some portions of the report and I am comfortable with that.

I can see the perspectives of others who are also passionate and fervent about their views, and why they have chosen to solely focus on one zone, rather than take a broad view of the LGA.

2 days to receive information and brainstorm writing up a statement is insufficient. We also had IT problems which cut into the time to actually edit the work. As well, our group cannot truly represent the wants and needs of the community. This statement was rushed and wished we could further challenge the idea of these high rise and increase densities. Also question whether there will be infrastructure planning to facilitate/ support the growth of the population instead of dealing with it later. Hence wouldn't be well thought out and probably cause more problems- traffic congestion, schooling, healthcare being overwhelmed, greenery/open space reduced, parking difficulties

The consultation was aiming for 9 people from Dandenong, only 5 were selected, and then only two turned up and we were both white. I feel that the views in the report do represent the range of views in the room, but that there were too many people missing for me to feel confident that the report does represent the whole community (especially for Dandenong!)

Provided the statement of advice are read and considered, I feel that we were able to communicate our views.

It was good to see everyone's passionate stance about the place that we live. It is clear there are a lot of aspects about urban planning residents are passionate about. However, the purpose of this report is clear in regards to the catchment, density, and height of these activity centre controls. I feel like this report answers too wide of a scope of problems that cannot reasonably be addressed by DTP. It is fair that these sentiments are held, but this report does a poor job in addressing the core question at hand.

I believe my views were represented in the documents.
Also it captured all views regardless of different opinions
I felt the time was very short to produce the document.
Some areas i am not able to provide my input but felt that all views were captured.

I am confident that the views communicated by those in the room are captured in the document. However, the cultural diversity of Dandenong LGA was inadequately represented in this room, especially of those who do not speak English. I hope they share the same views as us.

I feel that the way the document was created and edited was rushed. This led to an unrepresentative and "scattered" SOA.

Also the timeframe was too short to be able to thoughtfully add some considerations. Maybe a week break between sessions would have allowed for more researched input.

It generally seems to reflect the overall views that were expressed in the individual survey responses.

Captures most views of CRG. Would like more cross input to other activity centres as it had been some confirmation bias with SMEs only inputting to certain ACs. We also live in Dandenong council and other ACs impact your local AC indirectly

Because we worked on it together and I respect the opinions and integrity of the team members.

I like the statement that has been written, but just unsure if the advice will be taken onboard and acted upon, or if DTP already has plans to push ahead irrespective of whatever we've written?

I personally believe that the area around Noble Park should be densified to 4 storey housing alongside infrastructure changes and increased access to amenities. I mostly agree with the assessment however there wasn't a discussion around timeframes: if it is a sudden change then that would drive a lot of families out however if it took too long to densify then it wouldn't affect cost of living. I believe that adding more 3/4 storey townhouses and improving the existing infrastructure so that those houses don't need 2 cars is the first major step, and then discussions around 6 storey housing can start. would also like to discuss having health services closer to the station

I think it captures the views of the group adequately

I didn't get to read all parts of the submission - just focused on my own suburb

Hard to reflect a range of views

I felt it was somewhat representative of views in the room. Whether it's representative of the community I am less sure.