



APPENDIX A

- PERMIT ANALYSIS

Permit Analysis - Detailed Spreadsheet

App No.	Address	Description	Site Coverage (m ²)	Site Coverage (%)	Total Site Area (m ²)
WH/2016/718	40 Whitehorse Road BLACKBURN VIC 3130	Construction of a five storey building with basement, reduction in car parking and alteration of access to a road in a Road Zone, Category 1	917	56.92%	1611
WH/2015/370	173-175 Whitehorse Road BLACKBURN VIC 3130	Use of the land for dwellings and buildings and works to construct a five storey building with basement car parking comprising two offices, a cafe and forty-three (43) apartments, waiver of the loading bay requirements and alterations to access to a road in a Road Zone, Category 1	1055	87.84%	1201
WH/2014/568	3 Whitehorse Road BLACKBURN VIC 3130	Buildings and works to construct 115 dwellings comprising 12 double storey dwellings, and two five storey buildings (plus two levels of basement car parking), and associated alteration of access to two roads in a Road Zone Category 1	3108.5	41.89%	7421
WH/2016/1172	9-13 Frankcom Street BLACKBURN VIC 3130	Construction of a five-storey building	1143	35.02%	3264
WH/2016/130	338-342 Burwood Highway BURWOOD VIC 3125	Construction of twenty dwellings, reduction of visitor car parking spaces and alteration of access to a road in a Road Zone Category 1	955	42.98%	2222
WH/2015/505	254 Burwood Highway BURWOOD VIC 3125	Construction of a part four, part five storey building comprising 66 dwellings plus two levels of basement parking and alteration of access to a road in a Road Zone, Category 1	1301	61.31%	2122
WH/2011/187	379 Burwood Highway BURWOOD VIC 3125	Construction of a part three (3), part four (4) storey building (plus basement) comprising 32 dwellings, reduction in the standard car parking requirement and alteration of access to a road in a Road Zone, Category 1	993.52	69.20%	1435.7
WH/2015/131	260 Burwood Highway BURWOOD VIC 3125	Construction of a part four, part five storey building comprising 44 dwellings plus two levels of basement parking, a reduction in car parking and alteration of access to a road in a Road Zone Category 1	941	59.67%	1577
WH/2016/743	210 Burwood Highway BURWOOD VIC 3125	Removal of easement and development of land for a 4 storey building comprising of 13 dwellings with basement car park	361.75	56.52%	640
WH/2017/6	266 Burwood Highway BURWOOD VIC 3125	Construction of a six storey building containing sixty-one (61) apartments, three (3) commercial premises and a reduction in car parking requirements	1200	69.57%	1725
WH/2017/679	362 Burwood Highway BURWOOD VIC 3125	Construction of a five storey apartment building above basement, reduction in parking and alteration of access to a road in a road zone category 1	1039.2	63.47%	1637.2
* WH/2017/646	378 Burwood Highway BURWOOD EAST VIC 3151	Construction of a ten-storey building, reduction in car parking and alteration of access to a road in a Road Zone Category 1	1917	38.48%	4982
* WH/2016/489	315-319 Burwood Highway BURWOOD EAST VIC 3151	Buildings and works for the construction of a six (6) storey building and use of land for retail and serviced apartment	4437	73.80%	6012
WH/2016/622	801-803 Whitehorse Road MONT ALBERT VIC 3127	Construction of a part three and part five storey (plus two basement levels) apartment and townhouse development and associated alteration of access to a road in a Road Zone Category 1	1522	49.53%	3073
* WH/2016/1109	813-823 Whitehorse Road MONT ALBERT VIC 3127	The construction of buildings and works for a 16 storey building (comprising 89 dwellings, retail tenancies and office tenancies), with basement levels, use for dwellings, reduction of the car parking requirements of Clause 52.06, variation to the loading bay requirements of Clause 52.07, and alteration of access to a Road Zone Category 1	786.8	79.15%	994
WH/2016/30	431-439 Burwood Highway VERMONT SOUTH VIC 3133	Construction of two or more dwellings on a lot in the Residential Growth Zone comprising a part 4, part 5 and part 6 storey building and two levels of basement parking including; use of the land as a food and drink premises (cafe) as it is more than 100 metres from a commercial or mixed use zone and the leasable floor area exceeds 100 square metres in the Residential Growth Zone; reduction in the standard car parking for the cafe and residential visitors; and waiver of the loading bay requirement for the cafe	2487	54.54%	4560
WH/2016/314	467 Burwood Highway VERMONT SOUTH VIC 3133	Construction of a part four and part five storey apartment building (plus basement) and removal of easement	1068	54.71%	1952

NB. Information runs across the four pages

* Permits outside the RGZ

App No.	Gross Floor Area (GFA)	Frontage (m)	Plot Ratio (GFA/site area)	Height (above ground) (storeys & m)	Street Wall Height (m)	No. of Units	Unit Sizes
WH/2016/718	3727	15.2	2.31:1	5 storeys (16.53m)	13.72		
WH/2015/370	3200	67.9	2.66:1	5 storeys (15.215m)	10.64 to Whitehorse Rd 9.81 to Surrey Rd	46 (43 dwellings, 1 café, 2 offices)	
WH/2014/568	Apartment - 6469.6 Townhouses - 2647.8	176.8	Apartment - 0.875:1 Townhouses - 0.36:1	Apartment - 5 storeys (15.8m) Townhouses - 2 storeys (6.2m)	9.8	115(103 apartments, 12 townhouses)	Not specified
WH/2016/1172	3787.8	61.2	1.16:1	5 storeys (18.38m)	10.25	35	
WH/2016/130	3463	58.4	1.56:1	4 storeys (12.3m)	9.12	20	
WH/2015/505	9722	60.6	4.7:1	5 storeys (18.4m)	10.06 to Bennett St 12.2 to Burwood Hwy	69	Not specified
WH/2011/187	2452.3	none	1.71:1	3 storeys (9.6m)	9.6	32	
WH/2015/131	2945	17.3	1.87:1	5 storeys (15.4m)	8.5	44	
WH/2016/743	1608.5	15.3	2.51:1	4 storeys (11.6m)	11.6	13	
WH/2017/6	4290	37.8	2.49:1	6 storeys (16.31m)	14.51	61 + 3 shops	1 bedroom - 47-49 2 bedroom - 60-74
WH/2017/679	33446.01	55.7	20.4:1	6 storeys (18.8m)	5	44	1 bedroom - 53-66 2 bedroom - 67-105 3 bedroom - 87-96 4 bedroom - 126
* WH/2017/646	22322	83.6	4.48:1	10 storeys (31m)	12.4	Not specified	Not specified
* WH/2016/489	15267	166.3	2.54:1	6 storeys (24.05m)	24.05 to Mahoneys Road 7.4 to Burwood Hwy	91	
WH/2016/622	6321	108.53	2.06:1	5 storeys (15.3m)	4.4	70	
* WH/2016/1109	16555	105.9	16.6:1	16 Storeys (51.4m)	45.2	89+retail and offices	
WH/2016/30	16565	140.8	3.6:1	5 storeys (14.5m)	9.537	113	
WH/2016/314	4390	20.1	2.25:1	5 storeys (15.5m)	"10.1 to Livingstone Rd 10.36 to Burwood Hwy"	54	1 bedroom - 50-51 2 bedroom - 63-78

NB. Information runs across the four pages

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App No.	No. of Car Parking Spaces	Type of Car Parking	Depth (below ground) (storeys & m)	Front setback (range, m)	Side setbacks (range, m)	Rear setback	Vehicle Access	Depth of Site	Width of Site
WH/2016/718	(reduced)	Basement	2 levels (5.9m)	6	2.82	3.48		53.34	30.48
WH/2015/370		Basement	1 level	Built to Boundary	Built to Boundary	2.815	Surrey Road	irregular shape Min: 31.96 Max: 48.77	irregular shape Min: 29.1 max: 30.43
WH/2014/568	152	Basement	2 levels (5.9m)	6.2 at north end, 4 at south end	3.5	4	Whitehorse Road, Middleborough Road- New access from these roads	irregular shape min: 24.12 max: 54.86	irregular shape min: 45.76 max: 80.47
WH/2016/1172	38	Basement	3 levels	13.6	4.5	4.5		56.62	
WH/2016/130	(reduced visitor)	Ground level	N/A	2.78	6	2.73	Finch Street	39.62	52.11
WH/2015/505	24	Basement	2 levels (9m)	7.5	3 (west), 2.8 (east)	3	Burwood Highway	46.42	45.72
WH/2011/187	38	Basement	1 level	6	4.025	3.776	Burwood Highway	39.31	36.86
WH/2015/131		Basement	2 levels	7	2.96 (north), 3 (south)	3	Burwood Highway	45.57	34.83
WH/2016/743	15	Basement	1 level (3.8m)	6	1	2.4		41.95	15.24
WH/2017/6	67	Basement	2 levels	3.82	2.78 (west), 3 (east)	2.05	Burwood Highway	45.57	37.8
WH/2017/679	66	Basement	2 levels (6.1m)	4.01	"3.1 (north) 1.45 (south)"	2.09	La Frank Street	50.06	38.63
* WH/2017/646	Not specified	Basement	4 levels	6	5 (west), 6.7 (east)	5	Burwood Highway	62	83.63
* WH/2016/489	170	Ground+Level 1		10.49	"1.67 (west) 10 (east)"	1.7	Burwood Highway, Mahoneys Road	73.3	80.76
WH/2016/622	94	Basement	2 levels	2.5	4.5	5.46		irregular shape min: 18.29 max: 48.77	irregular shape min: 45.72 max: 91.44
* WH/2016/1109	103	Basement	5 levels (16.2m)	Built to Boundary	Built to Boundary	1.25			
WH/2016/30	153	Basement	2 levels	3.433	Built to Boundary	2.65		67.15	78.04
WH/2016/314	65	Basement	2 levels (8.63m)	6.97	2.68	4.5	Livingstone Road	58.47	33.53

NB. Information runs across the four pages

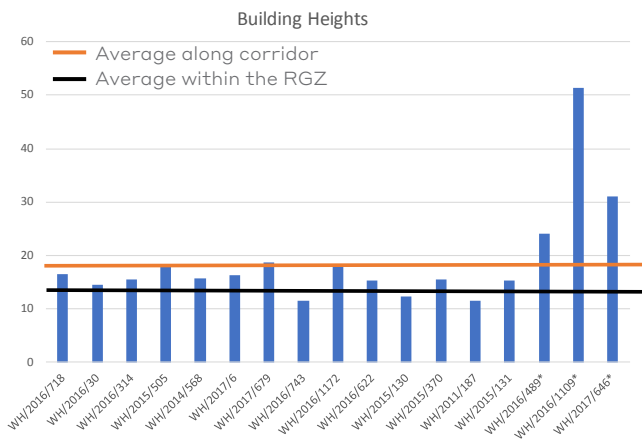
* Permits outside the RGZ

App No.	Date lodged	Date decided	Type of decision	Notes
WH/2016/718	3/08/2016	20-Oct-2017	VCAT Permit	
WH/2015/370	18/05/2015	23-May-2016	Council Permit	
WH/2014/568	17/06/2014	22-Dec-2015	Delegate Permit	
WH/2016/1172	21/12/2016	19/12/2017	VCAT Permit	
WH/2016/130		4-May-2017	Delegate Permit	Possibly incorporates 340 and 342 Burwood Hwy as well.
WH/2015/505	29/06/2015	13-Jan-2016	Delegate Permit	
WH/2011/187	11/03/2011	23-Dec-2015	VCAT Permit	379-381
WH/2015/131	5/03/2015	25-Aug-2015	Delegate Permit	
WH/2016/743	18/08/2016		Withdrawn	Withdrawn on 15/1/18
WH/2017/6	10/01/2017		Decision Pending	Amendment Request lodged and received by council
WH/2017/679	30/08/2017		Awaiting VCAT Decision	Failure - To be confirmed
* WH/2017/646	13/08/2017		Decision Pending	
* WH/2016/489	1/06/2016	19-Jun-2017	Delegate Permit	
WH/2016/622	4/07/2016	30/11/2017	VCAT Permit	Council permit issued 26/6/17
* WH/2016/1109	2/12/2016	13-Oct-2017	VCAT Permit	
WH/2016/30		20-Jul-2017	VCAT Permit	
WH/2016/314	22/04/2016	8-May-2017	Delegate Permit	

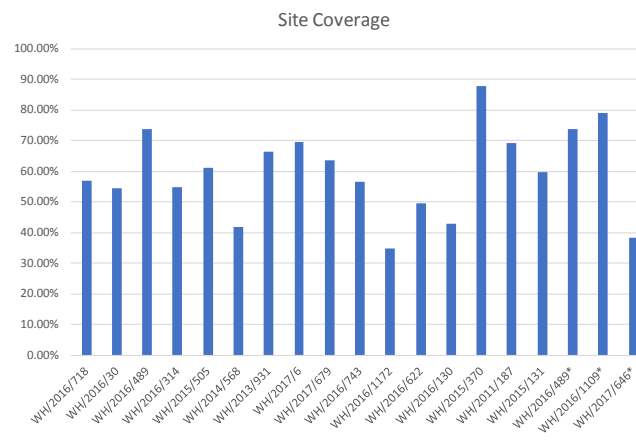
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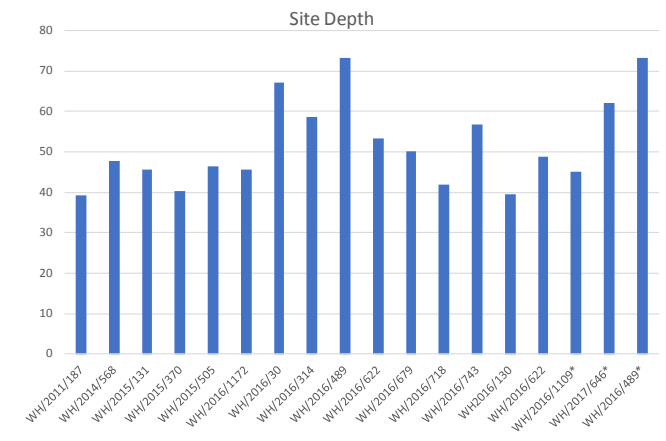
Permit Analysis - Graphs



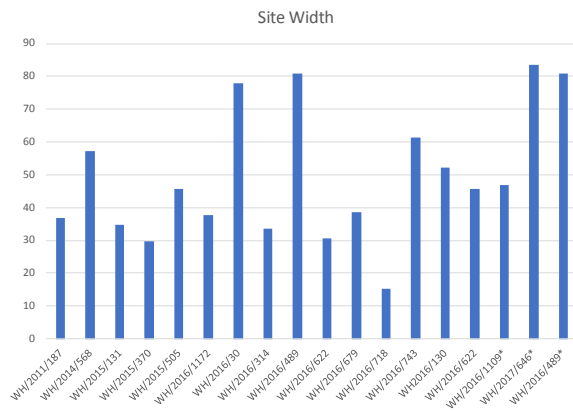
Permit Analysis - Building Heights



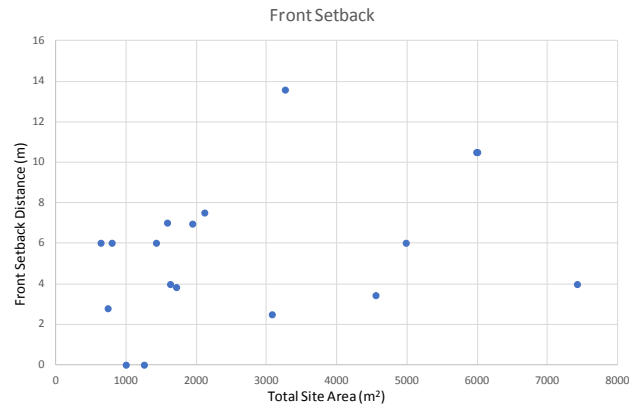
Permit Analysis - Site Coverage



Permit Analysis - Site Depth



Permit Analysis - Site Width



Permit Analysis - Front Setback

NB. All permits marked with a * are outside the RGZ

The background features three overlapping teal circles of varying sizes, arranged from left to right. The largest circle is on the left, partially cut off by the edge. The middle circle is smaller and overlaps the left one. The rightmost circle is the smallest and overlaps the middle one. The text is centered over the rightmost circle.

APPENDIX B

- DETAILED CONSULTATION SUMMARY

Executive Summary

The community engagement process for this project includes two phases of engagement.

Phase 1: (March/April 2018)

The objectives for this phase of community engagement were to:

- promote the project and opportunities for community input and feedback;
- build the community's understanding of the planning controls and issues impacting the design of residential corridors located in the RGZ;
- gain insights about what issues the community thinks should be considered in this review and why;
- gain insights about what the community thinks are positive or negative housing development examples; and,
- promote the next steps for the project.

Engagement tools

The first phase of the community engagement involved two engagement tools.

Newsletter

The newsletter was distributed to all properties within, and adjacent to the RGZ corridor. The newsletter included information about the project and a web link to an online survey.

Online survey

The survey was open for four-weeks and respondents were encouraged to submit their responses by 22nd March 2018.

There were 397 responses to the online survey.

The online survey took between 5-10minutes to complete and asked the following questions:

- Q1.** When thinking about the design of new apartments and units in your neighbourhood, what do you think are the three most important issues to be considered in this review and why?
- Q2.** What does success look like? Is there an example of what you think is an appropriate apartment or unit development in your local area or somewhere nearby? What street is this apartment or unit located in?
- Q3.** Any other comments?

Summary

Overall, the design of new residential buildings along road corridors is important to residents. While there is not one specific design that new developments should adhere to, residents want high quality design that complements the style of existing residential structures and neighbourhood character and limits the impact on nearby properties.

Carparking and management of traffic and access to properties along the road corridors was a popular theme. Many respondents want to see more on-site car parking and less overflow to neighbouring streets. This includes resident and visitor car-parking.

There is strong opinion that new development should not come at the expense of green space or landscaped areas. Participants want Council to ensure that new developments do not overshadow adjoining properties, restrict access to natural light or affect the privacy or safety of existing residential areas.

Height limits, quality design, setbacks, space between buildings and the incorporation of more landscaped space in and around buildings were identified as important design features that improve residents' perceptions and acceptance of new developments.

Respondents also expressed the need to link the increase in population growth to additional support infrastructure and services, while balancing the needs of existing and new residents.

Key issues

The responses have been reviewed and grouped into key issues of;

- Appearance & design
- Scale & density
- Landscape
- Vehicle parking, access & traffic
- Existing character/heritage
- Population growth and increased demand on services and infrastructure
- Balancing the needs of existing and future residents.

Appearance/design

Generally, residents are concerned about the appearance, quality and design of new developments. Respondents strongly oppose development that they do not believe is aesthetically pleasing. They advocate for consistency between developments, including quality design and building material. New developments should blend in or complement the

existing environment rather than appear “stark”.

There were some comments about lack of spaces for washing lines, bike storage, rubbish bins and that this negatively impacts the look and appearance of the street.

Examples of quotes:

- “appearance must harmonize with neighbourhood, not eye catching colours or too futuristic building because it will ruin the scenery”
- “design should complement existing houses (ie no 'boxes')”
- “I can’t stand seeing rubbish bins full and washing hanging off balconies”

Scale & density

The majority of respondents commented on the scale and density of development in Whitehorse. Most believe building heights should not surpass 3-4 storeys, but some participants do not support anything above 2 storeys. There is a perception that new development is too dense, and belief that Whitehorse should not resemble the central business district of Melbourne. Respondents are especially concerned about new developments overshadowing existing residential areas and

affecting access to light and privacy.

There was some explicit rejection of “high-rises” and “skyscrapers”, which residents believe are not appropriate for the area. Some suggest that more variety of medium-density developments would be appropriate including townhouses and smaller unit developments. In addition, they suggest setbacks and increased open/green space between and around buildings would improve perception of new development.

Examples of quotes:

- “Setback and street appeal with some vegetation to break the starkness”
- “A mix of townhouse and apartments along the zone, not just all apartment blocks. Lots locals been in area 40 years would like to downsize to smaller townhouse, which area lacks”

Landscape

Respondents suggest that developments should incorporate green spaces around buildings. Setbacks could include trees and other landscaping responses to make larger developments appear less stark. Overall, existing and new green space and landscape should not be sacrificed for the building footprint. Residents advocate for protecting native landscape and tree canopy cover in residential areas.

Examples of quotes:

- “Proper gardens not token greenery. Where once was a garden with canopy trees and lawn for the rain to soak into now it is all hard surfaces concrete and boring minimalist greenery”
- “Loss of green areas and consequent loss to native wildlife”
- “tree protection”

Vehicle parking, access & traffic

This is the topic that received the most attention from respondents. There are significant concerns regarding how sufficient parking and access to development will be provided to accommodate residential growth. Comments focused towards the lack of on-street parking, the perceived lack of parking included with new apartment developments, and a perceived lack of access or adequacy of access for residents of new developments.

Examples of quotes:

- “The traffic along the major road/intersection will be affected”
- “Off street parking must be included for ALL apartments/dwellings and businesses”

Existing character/heritage

Residents wish to preserve the existing character of Whitehorse residential corridors. Respondents believe that rather than contrast with existing residential development, new development should fit the overall aesthetic and not detract from the heritage, suburban atmosphere of Whitehorse communities. There is fear that new development will occur through destruction of existing character that they feel makes Whitehorse unique.

Examples of quotes:

- “The ‘feel’ of the suburb needs to be maintained if possible - there are important heritage areas that must be protected”
- “Avoid destroying the character of the suburb, because the people already living in the suburb have chosen to live there because they like the character”

Population growth and increased demand on services/infrastructure

Respondents are concerned about negative amenity impacts resulting from population growth. They believe this will further strain drainage, rubbish collection, water, sewerage, electricity, and other community infrastructure and services in residential areas. There was also

concerns about safety and a perception that increased densities will increase crime.

Examples of quotes:

- “We need more services to cater for influx of population”
- “utilities - can the infrastructure meet the demands of all the new people. sewerage, water, electricity, internet/NBN”

Balancing the needs of existing and future residents

There is sentiment that this policy is not balancing the needs of current residents with future residents. Some suggest that council should do more to meet the needs of current residents above others, because they have lived in the area longer than new residents. Some respondents believe Council is powerless against the processes of VCAT and developers.

Examples of quotes:

- “Existing residents. Council is there to represent residents first and foremost”
- “Residents already living in the area and their opinion: inappropriate building is rife in Whitehorse and we lose every time we go to VCAT”

Other feedback: Examples of development

Respondents identified several characteristics of good, or poor quality, existing development in the residential corridors.

Of those who responded to this question (395 responses),

- About one third of respondents (33.67% 133 respondents) provided examples of good design,
- Two thirds (66.33% 262 respondents) provided examples of poor quality design.

Good development examples were found to:

- incorporate vegetation and green open space around buildings;
- consider scale and design of development that was appropriate to their surroundings;
- be no more than 3 storeys; and
- provide sufficient vehicle parking and access to avoid adverse impacts on the existing residential areas.

Conversely, poor quality development was found to:

- not provide sufficient parking;
- caused traffic congestion;
- overlooked or overshadowed existing housing

or impeded access to sunlight or privacy;

- were of an inappropriate scale and height to their surrounding area; and
- were considered to be poorly designed and/or comprised poor construction quality
- There is a prevailing sentiment against overpopulation of the area and the concern that the study areas will experience change similar to Box Hill.

Phase 2: (August 2018)

The objectives for this phase of community engagement were to:

- promote the project and opportunities for community input and feedback;
- inform the community about how their feedback has been incorporated into the study; and
- present and test the draft Residential Corridor Built Form guidelines.

Engagement tools

Two drop-in sessions:

- Wednesday 25 July; East Burwood Hall, 31 Burwood Hwy, Burwood East
- Tuesday 31 July, Willis Room (Whitehorse Civic Centre), 379-397 Whitehorse Rd, Nunawading

Question 1: What do you think about the seven draft principles?

Approximately half of respondents appreciate the greater level of certainty the principles aim to give residents and developers regarding the ways in which growth will take place in the municipality, and expect that the principles will deliver better

outcomes for both current and future residents. They note that with the growth taking place in and around Whitehorse, a strategy such as this is urgently needed.

There is doubt regarding how the principles will be enforced; some respondents do not believe that Council will be able to hold developers accountable if challenged at VCAT. Respondents suggest that some of the principles may be too loosely worded and will not provide enough clarity and certainty to be enforced as intended.

The other half of respondents do not think the principles are conservative enough. That is, they believe that the principles will allow for too much medium- to high-density development at inappropriate heights that will negatively impact the existing character of Whitehorse. Some respondents cite concerns around the obstruction of views and sunlight, overlooking, and unattractive visual bulk of developments over two storeys.

Approximately one-tenth of respondents suggested that additional principles focussing on traffic and parking concerns and/or delivery of infrastructure and services are required as these are directly related to growth and larger scale development.

Example comments:

- “I agree with the 7 principles since it forms more certainty about balancing appropriate built form with the available land.”
- “The proposed draft guidelines of 6 storey maximum height is totally unwanted and out of character for this area. This is too high and does not fit into the character of the area and will cause over development and congestion.”
- “Good guidelines - am not clear how they can be enforced or how I can be assured that they will be adhered to.”
- “They do not address peripheral issues like increased residential capacity = more traffic and congestion”

Question 2: What do you think about each of the draft controls?

This section provides a summary analysis of responses to each of the proposed draft controls, with example comments.

Building setbacks

Of the 54 respondents who commented on this draft control, 23 (43%) voiced support for the proposed setbacks. Respondents believe the

proposed setbacks are appropriate and adequate, and many believe this will encourage more opportunities for vegetation/trees around new developments.

Approximately 16 respondents (30%) felt that the setbacks need to be greater to address privacy and overshadowing concerns and suggest that anything above two storeys should take on a “wedding cake” form, with each ascending façade further set back into the site. Another group of four respondents would prefer more flexible controls that allow for setbacks to be determined on a case-by-case basis, depending on what is most appropriate for the specific site. For example, where there is a railway line rather than residences abutting a property, a larger setback may not need to be imposed.

Example comments:

- “Agree the new setbacks would provide decent space between existing residential homes and new development.”
- “Bigger setbacks are welcome but privacy controls/screening/barriers still need to be considered to protect privacy of neighbouring properties. If there is nothing in between you still have no privacy even if a few metres back”.
- “I do not support the current proposal in regards to rear, front and side setbacks, they

are not sufficient for any useful purpose. I would prefer front setbacks of 8 metres, rear setbacks of 12 metres and side setbacks of 6 metres would allow for landscaping and recreation.”

Building height

A total of 57 respondents addressed this issue. Support for the proposed building height is mixed. While approximately one-third of respondents believe a 6-storey height limit—or higher—is appropriate, almost two-thirds would prefer the maximum building height to be reduced to 4 storeys, or even 2-3 storeys, especially adjacent to existing single- and double-storey residential areas.

- A small minority group of respondents (approximately 5%) argue for heights greater than 6 storeys or no limit at all, to accommodate future growth and match the high-rise development that has already occurred.

Example comments:

- “More than 6 level is acceptable as population increases fast may need amendment again soon”
- “Not in favour of anything over 4 storeys. Consideration should be given to the character and existing buildings in the area/

neighbourhood.”

- “I feel really disappointed. This is too high for a local suburban area.”

Landscaping

A total of 50 respondents addressed this principle. Respondents support the inclusion of landscaping controls, but several (6 respondents) note that the proposed controls do not explicitly address landscaping requirements or desired outcomes. There are some questions as to how Council may enforce private landscapes, particularly maintenance. According to respondents, a major priority in landscaping controls should be that setbacks allow enough space for substantial, mature vegetation roots and canopy. Adequate vegetation can reduce energy costs, prevent urban heat islands, and act as privacy screens. Respondents also encourage the protection and creation of shared green spaces and innovative greening solutions such as vertical planting and rooftop gardens.

Example comments:

- “Excellent!! Encourages more vegetation.”

- “Pleased to see it mentioned. Mature trees need to be planted, but who will ensure they are protected and cared for?”
- “These controls need to be refined to make sure they are enforced”

The Streetscape

Of the 42 respondents to this principle, almost one-third explicitly support the draft controls regarding streetscape, or pedestrian interfaces; streetscapes should be active, attractive, safe, and functional. Approximately 24% of respondents (10 individuals) suggested that streetscape is negatively impacted by high rise buildings, but three respondents noted that Box Hill still has a ‘good’ streetscape with the presence of high rises. Most agree that vegetation, quality design and materials, lighting, and pedestrian access are important contributors to a positive streetscape.

Example comments:

- “The proposal of large setbacks and landscaping is good, but also to be conscious of the visual effect with quality of materials and design to blend in with existing residents surrounding these new developments.”
- “Once again, very good guideline to encourage thought about the visual impact the built form will have on the neighbourhood.”

- “The streetscape would be more welcoming and less like a concrete tunnel if developments were kept to and below 3 storeys (8 meters) with front, sides and rear setbacks from the boundaries to allow for residential use and landscaping, trees and gardens.”

Shadowing

The commentary on this draft control suggests that respondents agree that shadowing is an important aspect to consider with new development. Approximately 10 (22%) of the total 46 responses to this principle voice support for this draft control. Nine respondents suggest that Council should limit shadowing of private spaces as well, not only public open spaces. A small group (4 respondents) proposes evaluating overshadowing impacts on surrounding homes on a case-by-case basis with the planning application.

Another issue raised with the draft control was the specific sunlight requirement; 7 residents questioned whether the 11am – 2pm sunlight period is a large enough window to assess the extent of overshadowing. This proposed control also gave rise to more comments suggesting stricter setback and height controls to address shadowing concerns.

Example comments:

- “The variable of shadowing between 11am and 2pm should be increased as more people are out either earlier in the day or later, particularly with school children and adults returning from work.”
- “Only a mention of shadowing on open spaces. What about adjacent homes and gardens?”
- “High rise buildings will create unwelcome shadows.”

Wind Effects

Of the 41 responses to this principle, approximately one-third expressed approval for its inclusion, noting that wind is important to consider. Another 9 respondents suggest that this control is too vague, that it is unclear how a wind assessment is conducted, or that this control should be extended to all developments over a single storey. A smaller group (7 respondents) pointed out that wind effects would not be necessary consideration if stricter height and setback controls were implemented.

Example comments:

- “This is crucial. Wind tunnel testing is important. It should be applied not just to the Height of the development, but the site”

- “I believe this is very important. Walk past some of the new buildings in box hill and you are almost swept off of your feet on a calm day”
- “The effects of wind would be negligible if developments were kept to and below 3 storeys (8 meters). Landscaping and trees would also act as natural wind breaks.”
- light and noise pollution
- provision of infrastructure and services
- protection of existing character; and environmental impacts of development.

Question 3: Additional comments

A total of 56 responses addressed additional comments that speak to the full range of issues around built form in Whitehorse. Most respondents used the opportunity to provide additional feedback to re-emphasise their earlier comments regarding the draft controls and principles, especially those that opposed aspects of the proposals. Again, some respondents expressed the sentiment that Council’s attempts to control development will ultimately be futile.

Other issues related to the built form that respondents recommend be addressed moving forward include:

- building design
- location of new development
- traffic and parking

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