

# Workshop Notes

Community Issues Workshop

Tuesday 1 September 2009 | 7.30pm – 9.15pm | Box Hill Town Hall

## INTRODUCTION

Approximately 50 people attended the community issues workshop held at the Box Hill Town Hall on Tuesday 1<sup>st</sup> September, 2009 at 7.30pm.

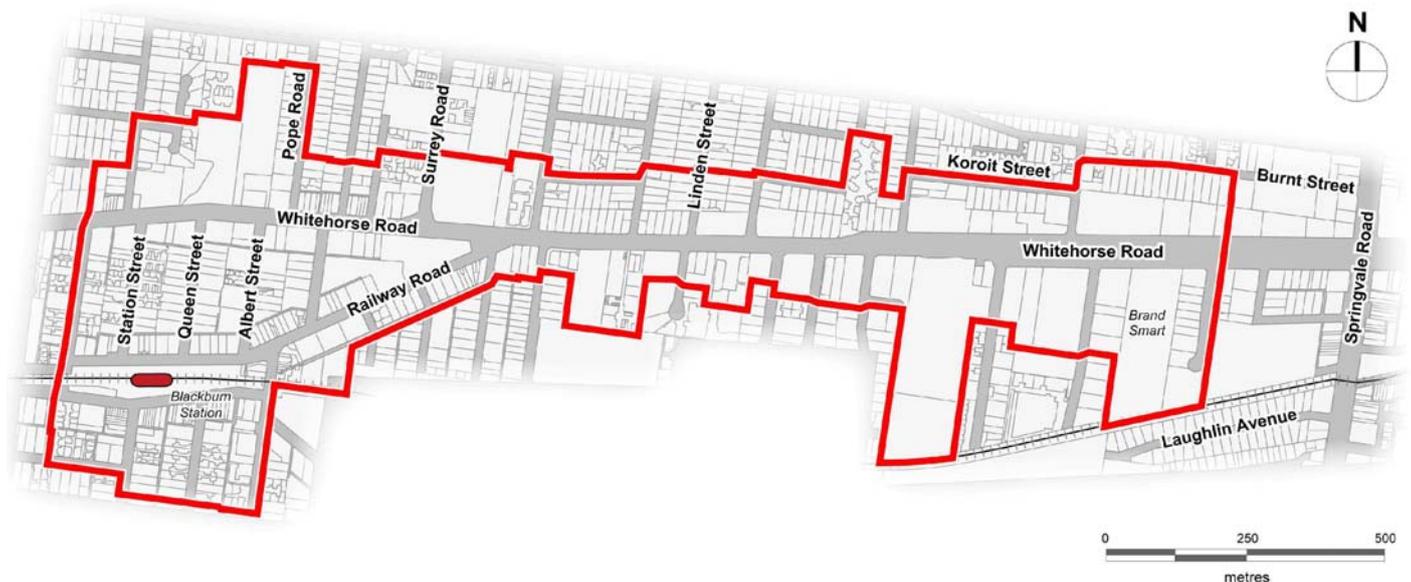
The Agenda and Maps provided to workshop participants can be downloaded from Council's website at [http://www.whitehorse.vic.gov.au/megamile\\_blackburn.html](http://www.whitehorse.vic.gov.au/megamile_blackburn.html)

## PURPOSE

The purpose of the workshop was to hear what the community thinks are the key issues and opportunities facing the Blackburn Station Village Shopping Centre and Megamile [WEST] Major Activity Centre (see map of Study Area overleaf).

## STUDY AREA MAP

The Study Area is shown on the map below. The Study area includes the Megamile [WEST] Major Activity Centre focused on Whitehorse Road, and the Blackburn Station Village Shopping Centre which is a Neighbourhood Activity Centre focused around the Blackburn Railway Station.



## QUESTION & DISCUSSION:

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The attendees were seated at round tables of up to ten people per table. One person was asked to be a scribe and recorded the discussion regarding the following questions:

**What are the issues and opportunities for the Study Area relating to:**

**a) Land Use?**

*The location and intensity of different land use activities i.e. retail, office and residential*

**b) Built Form?**

*The three dimensional form of the study area. Issues relating to the scale and form of buildings, how to encourage design quality etc*

**c) Access & Movement ?**

*Exploring the access needs to the Study Area and how to make it function better for all users including traffic, parking, pedestrians, cycling and public transport*

**d) Spaces?**

*How different types of spaces could be improved or expanded i.e. footpaths. It also addresses landscaping, street trees, public art and safety in public spaces.*

Following the table discussions, a representative from each table presented the top three issues / ideas for each table. A complete record of all table notes are provided below.

### TABLE 1

#### Land Use

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- Existing residential area Whitehorse Road (North). Blackburn Primary – west: impact? Preservation. Permit: medical/ services etc.
- Concern over rezoning impacts on residential areas – 15 year horizon?
- More specific detail as to commercial development aims. Blackburn Village.
- Commercial use type impacts on local amenity and convenience.
- Catering for elderly/ citizens – aged care and services – library facilities.
- Presence of residential zoned areas within plan. Concern Blackburn.
- Mixed residential development restricted to south side of Whitehorse Road.

#### Built Form

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- Height restriction – 2 storey, 8m max?
- Sustainable development.
- Maintain village aspect of Blackburn theme.

## Access and movement

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- Cycling amenities – safety for pedestrian traffic.
- Means for pedestrians/ cycle traversing railway line – north/south.
- Conflict vehicular volumes and flow compatibility and MegaMile concept.
- Restrict commercial development to existing Industrial zones as opposed to rezoning residential areas.

## Spaces

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- Blackburn Lake, trees, spaces: focus on connecting these.

## Main areas of commentary:

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- Encroachment on residential zones: threat implied by planned area.
- Height and theme of development on Blackburn Village.

## TABLE 2

- Industrial areas should be included to provide overall and balanced view, especially in light of objectives.
- Perhaps industrial area should be rezoned retail/residential and those types of businesses moved elsewhere.
- Residential should be encouraged above offices.
- Surrey Road should continue to Railway Road.
- Railway line should be undergrounded from Box Hill to Ringwood.
- Can't access industrial area without going through study area, so should be included.
- Some of the light industrial should be encouraged to include retail development.
- Some of the planning regulations relating to car parking requirements should be relaxed to encourage redevelopment of old buildings e.g. Bellbird, Parkers etc.
- There is not sufficient car parking at the shopping centre for existing customers of current businesses, which is affecting local residents.
- Should encourage retention of facades on old buildings with historical value. Salvation Army redevelopment a great example of old/ new combination.
- Concern that the IGA is located in a dead end street. Need to organise traffic flow from South Parade to Main Street (via Diggers Lane?)
- Blackburn Village needs to retain its trees, plantings and brick paving to keep its village atmosphere.
- Underground the powerlines in BSV.
- Traffic lights at Central Road, working in sync with boom gates.
- Pedestrian crossing in South Parade is dangerous – people have been knocked over.
- Lane between Mary Street and Blackburn Road should be one way heading east from Blackburn Road (no entry to Blackburn Road).
- Council should enforce the development levy for the purchase of open space.

- One week's notice is not sufficient for meeting.
- Community Groups like Blackburn Village Residents Table and Blackburn Chamber of Commerce and Industry not notified of the meeting.
- No multi-storey car parking.
- Council should encourage more medium/ high density developments, including young families who would benefit from close proximity to services. Also rentals.
- More bike racks in BSV.
- 3 storey above ground limit in BSV.
- Council should do more to resolve contamination issues at the Caltex and J&J Dynomotive sites to allow redevelopment.
- Need to enhance linkages between MegaMile and BSV in terms of traffic and B2B opportunities.
- Encourage retail development on the northern kerb of South Parade, once the railway is underground.

### TABLE 3

#### Issues

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- Retain character of Blackburn – essentially residential.
- MegaMile isn't defined.
- Grade separation of Blackburn Road needs resolution.
- Traffic management.
- Study area excludes other areas that will be affected by development.
- Visual pollution.
- Low scale north of Whitehorse Road and Village precinct (height).
- Nature of MegaMile businesses favours car use – at odds with pedestrians, cyclists, public transport, local residents. Stop further expansion.
- Maintain existing streetscaping.

#### Land Use

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- Why is it happening – objective if going to high density.
- Creep into residential streets. DRS surgery on Maple and Bus. between Male and Elder on Whitehorse Williams incl. all Res/Bus streets – is this to be zoned Bus/Comm.?

#### Buildings

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- Minimum storeys?
- Parking to be incl. on new development.
- How many?
- Clarification.
- Minimum commercial adjacent to Residential.

- "Village design" on South Parade.

## Access

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- Currently dangerous to traverse Blackburn Road/ South Parade on foot.
- Bike track on above currently dangerous.
- Whitehorse Road parking at school.
- If growing area Surrey Road overpass and lollypop near commercial and church.
- Surrey Road extend through old Leader site.
- Underpass at Railway Road.
- Convert Chapel Street to Mall and South Parade and go under old Leader site or Surrey Road through old Leader site.
- Parking in residential streets on west of South Parade/ Whitehorse Road (Pope) currently untenable for residents.
- Improve Blackburn Station amenities.
- Traffic problems on Williams Road will need to be addressed. Traffic islands not working. Trucks causing issues.
- Railway underground/ above ground. Pedestrian access over top to include parking, shops, streetscaping, bike paths, more breaks in traffic islands?

## Spaces

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- Preserve and improve trees (landscapes).
- Lighting improved in all areas.
- Replicate Jacaranda tree park area elsewhere
- Bike paths.
- Pedestrian beautify walks.
- Safety improvement required at roundabout on Blackburn Road (partly peds.) north south on western side.
- Pollution concerns – how will they be considered?
- Impact of noise from industry growth and traffic growth.

## TABLE 4

### Land Use

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- Provision of service (e.g. banks) Blackburn Village.
- Opportunity for change to commercial use – North Whitehorse Road near Toyota east of Primary School.
- Creep of commercial properties into area – Blackburn Village. Detrimental effect on residential zone even though this is covered by overlays.
- More opportunities for open space i.e. former Leader site.
- More mix of retail uses along MegaMile not just bulky goods.

- Take historic background into account: orchard/ fruit growing area, can build warehouse/ fruit coolstores, design into guidelines.

### Built Form

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- Limit to 2 storeys.
- More open space.
- Retention of heritage buildings – Blackburn Village.
- Protection of treed environs and vistas.
- Too many signs.
- Reduce need for car use – consolidate use of retail areas along MegaMile.
- A village scale.
- Wider footpaths.

### Access and Movement

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- Improve east/ west movement for residents to access Blackburn Village shops.
- Focus on pedestrian and cycling as primary access – Blackburn Village.
- More bike lanes in streets.
- Grade separation.
- Anti-grade separation because it only increases through traffic and does not enhance residential amenity.
- Connect Surrey and Blackburn Roads.
- Underground Blackburn Station.

### Spaces

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- Focus on soft rather than hard landscape.

## TABLE 5

### Land Use

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- Retail to south of Blackburn separate to north.
- MegaMile is separate area.
- Desire for Queen to Vine for higher density/ mixed.
- Leader site: Residential/ mixed.
- Extend Surrey Road through to Leader site.
- Integrated parking for higher density.
- Ensure adequate parking.
- Sustainability important.
- Lower railway line. Build residential on top. Include open space.

## Built Form

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- High residential north side of Whitehorse Road.
- Heights no more than 3 storeys
- Some discussion for some to 6 storeys
- Heights stepped to avoid harsh interface.
- Maintain village scale south of railway at Blackburn.
- MegaMile with upper residential would be more vibrant.
- Already plenty of bulky goods supply.
- Interface needs to be carefully managed.

## Access and Movement

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- Smart bus.
- Underground railway.
- Redirect Surrey Road south.
- Bike lanes/ tracks for permeability in MegaMile.

## Spaces

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- Linear parks.
- Better use of existing.
- Better linkages.
- More access to schools.

## TABLE 6

### Issues

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- MegaMile: isn't defined and nature of its businesses favours car use.
- Character of Blackburn: essentially residential low scale north of Whitehorse Road and Village precinct.
- Overall traffic management: grade separation of Blackburn Road needs to be resolved/ Surrey Road/ Whitehorse Road intersection.

### Land Use

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#### North

- Queen Street – high rise development – needed to address commercial vs. Residential and uncertainty (4½ storey apartment storey. Consistency in height)
- Whitehorse Road: Divides MegaMile – how do we bring it together?
- Extend study area to Springvale Road.

## South of Railway

- Village remain and keep strong Council regulation
- 3 storey building – a community input, hence sensitive development. Residential office, shop. Could be duplicated except glass front. Concept good.
- Ceylon Street area to Asburn Street: more intense use (offices, high tech industries) but issue car parking? No longer industrial area.
- School to provide a range of services to service area.

## Built Form

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- Consistency – height, sensitivity.

## Access and Movement

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- Issues of Nunawading Station impact.
- Crossing Whitehorse Road.
- Underground Blackburn Railway Station – open space above railway line.
- Laburnum to Springvale Road – why leave the bit in the middle?

## Other notes:

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- Blackburn Central: 3 attendees.
- See as developer: Queen Street Streetscape => High residential density use (3 storey) – higher?, timing, VS. Commercial development (offices).
- Blackburn Shopping Centre: question of boundaries, uncertainty of process.
- Resident – new what does it mean?
- Area is middle of area – but no mans land.
- Megamile: 2 attendees. Own house - ? residential use, ? land leased from railways? – terms of lease. Pedestrian (people) cross Whitehorse Road – it divides the intense use.

## Spaces

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- Parking “bad” at Blackburn Village.
- Railway crossing divides.
- Parking for Railway Station – all day parking for station which impacts on Village.
- North of Railway – streetscape to become a focus.
- Opportunities with road surface, curbs, nature strip.
- Widen road.
- MegaMile: need to integrate retail by bringing it together across Whitehorse Road.