

Submission Number	Type of Submission	Focus of Submission	Focus of Comments	Specific Locations Mentioned	Specific Topics Mentioned	Submission Comments	Draft Structure Plan Theme	Strategic Response, Green highlighted areas indicate proposed changes to the structure plan.
[001]	1	4	30	104	Kids playground	Playground behind the Whitehorse centre and toilet facilities. [1]	Theme 2, Green Linkages	Note comment, beyond scope of structure plan, refer to Parks Planning, No change
[001]	1	8	31	101	Supermarket for Bunnings site	Support for supermarket, though use of former Bunnings is preferred location. [1]	Theme 1, Precinct 1 (Nunawading)-preferred supermarket location	Note comment and support for supermarket, appropriate location has been identified in the structure plan. No change
[002]	2	9	31	135	Supermarket (location unspecified)	Support for supermarket and seeks to take up this opportunity. [2]	Theme 1, Precinct 1 (Nunawading)-preferred supermarket location	Note support. No change
[003]	1	10	17	135	Failure of past council efforts	Viable partnerships are not credible given past problems e.g. former Caltex site in Blackburn. [3]	Theme 5, Viable Partnerships	Note comment and that site referred to is outside the structure plan study area. No change.
[004]	1	4	30	104	Relocate playground to behind Civic Centre	Playground needs to be relocated to behind the Whitehorse Centre. [4]	Theme 2, Green Linkages	Note comment, outside scope of structure plan, refer to relevant department for action/response. No change.
[005]	1	5	13	114	Leave Mitcham as it is, no development	No 6 or even 2 storey buildings added to the centre, particularly at Mitcham Station [5]	Theme 3, Built Form general comments	Agree in part and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station.
[005]	1	5	24	114	Leave Mitcham as it is, no development	Retain Mitcham as it is. [5]	Theme 1, Precinct 2 (Mitcham)	Note comment and advise that area will change over time and that structure plan will provide the appropriate direction for this change.

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[005]	1	5	12	133	Leave Mitcham as it is, no development	Objects to draft plan included no more housing for Mitcham. [5]	Theme 3, Density general comments	Note comment and advise that area will change over time and that structure plan will provide the appropriate direction for this change, including suitable locations for additional housing.
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[006]	1	5	16	114	Cynically - will extra development reduce taxes	Asks whether it will reduce rates. [6]	Theme 6, Sustainable development	Structure plan not about rates. Rates are a matter for what services/facilities Council seeks to provide for current and future residents. No change.
[006]	1	5	13	114	Can't see reason for development	Concern about 4 - 6 storey buildings in Mitcham with car parks. [6]	Theme 3, Built Form general comments	Agree in part and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station.
[006]	1	5	12	114	Don't trust planning in this council due to cronyism	Concern about a planning system that allows 'Mitcham Towers'. [6]	Theme 5, Viable Partnerships	Structure plan seeks to provide direction for appropriate development of Mitcham, Nunawading and Mega Mile and will be taken into account in assessing development proposals.
[006]	1	5	24	114	Don't want increased development in Mitcham	No increase in development in Mitcham. [6]	Theme 3, Key Site 6	Note comment and advise that area will change over time and that structure plan will provide the appropriate direction for this change, including suitable locations for additional housing.

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[006]	1	8	22	121	Provide grade separation at Nunawading & Mitcham	Provide grade separation at Mitcham and Nunawading. [6]	Theme 4, Grade Separation	Note comment, and that grade separation is outside the scope of the structure plan and that any outcomes of the study in Nunawading for Springvale Road and the rail crossing/station will lead to a review of any adopted structure plan. No change.
[007]	1	4	37	109	Support development of Megamile	Supports development of the MegaMile. [7]	Theme 1, Precinct 3	Note comment and support for appropriate development. No change.
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[007]	1	5	14	106	Buildings in Columbo Street need adequate parking	Ensure buildings in Colombo Street have sufficient parking. [7]	Theme 4, Car parking	The Whitehorse Planning Scheme regulates the provision of car parking, which is a matter for consideration if and when the site is redeveloped. Note comment. The Implementation Plan for the structure plan needs to identify that traffic management and the provision of parking is a major issue that needs to be addressed in any development application.
[007]	1	5	13	114	Height restrictions are important to retain liveability	Height limits are also important to retain the area as an attractive and friendly place. [7]	Theme 3, Built Form general comments	Note comment, Height limits identified in structure plan. No change.
[007]	1	6	26	135	Public transport access, also walking, cycling, etc	Parking, public transport access, walking, cycling and community service provision also critical. [7]	Theme 4, Walking & cycling	Note comment. Structure Plan also identifies these issues as critical. No change.

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[007]	1	8	14	122	Additional disabled parking required	Additional disabled parking required at stations. [7]	Theme 4, Car parking	Note comment. Beyond scope of structure plan. Refer to DOI, Connex and VicTrack. No change.
[008]	1	8	13	123	Against 4 - 6 storey development in Nunawading	4 and 6 storey accommodation will lower standards in Nunawading. [8]	Theme 3, Built Form general comments	Note comment. 4 storey development proposed to be allowed on the gym site at its northern end with suitable separation from adjoining residential areas and that 6 storey development proposed adjoining Springvale Road if grade separation occurs in the future..
[008]	1	8	36	123	Development will bring crime & pollution	Additional people leads to more crime and pollution. [8]	Theme 3, Density-general comments	Note comment, unclear on what evidence this comment can be based. No change.
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[008]	1	8	32	123	Traffic is dreadful	Concern about traffic and vehicle movements. [8]	Theme 4, Traffic	Note comment. Structure Plan seeks to provide for a range movement modes to be available to people, including access to public transport, cycle routes and pedestrian paths to reduce reliance on vehicles. Implementation Plan to flag traffic management as a major issue, which needs to be addressed in any development approval applications.
[008]	1	8	32	123	Don't want increased traffic flows	Concern with an increase in people and vehicles in a saturated area. [8]	Theme 3, Key Site 1	Note concern. Structure Plan is about providing direction for suitable development to increase development around public transport nodes and reduce reliance on vehicles.

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[009]	1	4	21	109	Megamile should be environmentally sustainable	ESD outcomes need to be provided in developments in MegaMile. [9]	Theme 6, Sustainable development	Note support for ESD outcomes. Section 5.1 and 5.7 of the Structure Plan clearly require the use of appropriate ESD principles for all development within the structure plan area. No change.
[009]	1	4	32	132	Block roads around this and similar areas to improve safety	Vehicles to exit via Elizabeth Street (not Station Street), pedestrian lights at Mitcham Road Brunswick Street Calcutta Street, Road closures to direct vehicles away from residential streets. [9]	Theme 4, Traffic	Structure plan proposes a redevelopment of the area around Elizabeth Street as a Mixed Use area, including residential adjoining Mitcham and improve pedestrian accessibility. There is a need to minimise vehicle movement through this area. Pedestrian lights have been provided at Mitcham Station on Mitcham Road. Structure Plan seeks to minimise use of vehicles and to improve accessibility by other transport modes. No change.
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[009]	1	5	21	114	Extensive tree plantings, greenery, etc	ESD design elements to be included in new developments. [9]	Theme 6, Sustainable development	Note support for ESD outcomes. Section 5.1 and 5.7 of the Structure Plan clearly require the use of appropriate ESD principles for all development within the structure plan area. No change.
[009]	1	5	13	114	Height should be no higher than existing buildings	Heights and built form in Mitcham to be consistent with existing buildings. [9]	Theme 3, Built Form general comments	Note comment and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station.

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[009]	1	5	20	111	Mitcham Station complex needs trees and greenery	Mitcham Station complex: Define the boundaries of the development site, include vegetation and pedestrian facilities. [9]	Theme 3, Key Site 7	Structure Plan clearly identifies the development site with appropriate building envelopes and seek to improve pedestrian links. No change.
[009]	1	5	33	129	Protection of residential areas such as Walker Estate & Simpson Park	Protection measures for residential areas such as Simpson Park and Walker Estate. [9]	Theme 3, Density-general comments	These areas are outside the study area and the Walker Estate is included in a Significant Landscape Overlay. No change.
[009]	1	6	34	109	Mitcham/Megamile boundary should be clear & distinct	MegaMile: Requires a clear boundary between MegaMile and Mitcham. This needs to be identified in all relevant Council documents. [9]	Theme 1, Precinct 3	Structure Plan proposes that the MegaMile boundary be at Rooks Road.
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[010]	1	8	12	135	With the proposed development there would be too much crammed into these areas	Concerns about overcrowding, impact on reticulated services, traffic and the need for more open space. [10]	Theme 3, Density general comments	Note comment and advise that area will change over time and that structure plan will provide the appropriate direction for this change, including suitable locations for additional housing and guide the provision of infrastructure and open space.

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[010]	1	8	13	135	4 & 6 storey buildings mean too much is crammed in	Objects to 4 and 6 storey buildings (housing etc) in Mitcham and Nunawading. [10]	Theme 3, Built Form general comments	Note comment and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station. The structure plan will also provide for 4 storey buildings on suitable sites such as the gym in Nunawading and 6 storeys if grade separation occurs in the future.
[010]	1	8	15	135	Shouldn't need more consultation as council should already know that people don't want more development	There is no need for consultation. [10]	Theme 1, General comments	Consultation is an important element in the development of the structure plan and provides the community with ability to input into the appropriate future development of the activity centres.
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[010]	1	8	25	135	Should be more open space	What about more open space [10]	Theme 2, Parks and open space	Provision of open space will be guided through the development of the Whitehorse Open Space Strategy (WOSS). The development of the WOSS has been informed by the development of the structure plan and vice versa.
[010]	1	8	35	135	Development will have impact on sewerage, storm water, etc	Think of the water, sewerage and stormwater etc. [10]	Theme 6, Sustainable development	Note comment and advise that area will change over time and that structure plan will provide the appropriate direction for this change, including suitable locations for additional housing and guide the provision of infrastructure and open space.
[010]	1	8	32	135	Development will worsen traffic snarls	Think about the traffic snarls. [10]	Theme 4, Traffic	Structure Plan seeks to minimise use of vehicles and to improve accessibility by other transport modes. Implementation plan to acknowledge that traffic congestion and parking are key issues and that these matters need to be addressed in any development application.
[010]	1	8	33	133	Need planning controls to protect area - prevent it becoming like an inner city slum	There is a need for planning control to prevent the area looking like the inner suburbs. [10]	Theme 5, Viable Partnerships	The structure plan is being developed to provide a framework for the suitable development of the activity centres.

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[011]	1	10	13	135	Maximum 3 storey development in all areas covered	Three storey maximum height for all development in all parts of the study area. [11]	Theme 3, Built Form general comments	Note comment and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station. The structure plan will also provide for 4 storey buildings on suitable sites such as the gym in Nunawading and 6 storeys if grade separation occurs in the future.
[011]	1	10	15	135	Don't believe comments will impact on outcome	The above comments will be of no account in your deliberations. [11]	Theme 1, General comments	All submissions are considered and changes made to the structure plan as appropriate.
[011]	1	5	32	113	Dedicated left hand turning lane Mitcham/Whitehorse Roads, heading east	Provision of a dedicated left hand turning lane in Mitcham Road, north of Whitehorse Road. [11]	Theme 4, Traffic	Matter beyond scope of structure plan. Refer to VicRoads for action.
[011]	1	8	22	120	Separate road and rail	Grade separation of rail and road in Nunawading. [11]	Theme 4, Grade Separation	Issues is beyond the scope of the structure plan. A current study is being undertaken to identify appropriate options for grade separation.

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[012]	1	4	28	135	Extra shops will bring extra (car) traffic	Shops will bring extra traffic [12]	Theme 4, Traffic	The structure plan is being developed to provide a framework for the suitable development of the activity centres. The plan has an objective to minimise reliance on vehicles and to enhance use of alternative transport modes to reduce traffic generation. The implementation plan will identify traffic congestion as a key issue that needs to be addressed in any development proposal.
[012]	1	5	12	114	Concern about higher densities (and impact)	Concerns about higher densities in Mitcham. [12]	Theme 3, Density-general comments	The structure plan is being developed to provide a framework for the suitable development of the activity centre and to provide an appropriate level of development around public transport and retail facilities.
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[012]	1	5	32	113	Already have difficulties with traffic on Mitcham Road (and parking on both sides of road due to high density development)	Issues of traffic management, resident parking, and the operation of major intersections. [12]	Theme 4, Traffic	The structure plan is being developed to provide a framework for the suitable development of the activity centres. The plan has an objective to minimise reliance on vehicles and to enhance use of alternative transport modes to reduce traffic generation. The implementation plan will identify traffic congestion as a key issue that needs to be addressed in any development proposal.
[012]	1	8	18	135	Need more bicycle lanes for cyclists	Need for more bicycle lanes. [12]	Theme 4, Walking & cycling	Note support for additional bicycle lanes.
[012]	1	8	32	Whitehorse Road	Roads & Major intersections congested.	Less traffic congestion required. [12]	Theme 4, Traffic	The structure plan is being developed to provide a framework for the suitable development of the activity centres. The plan has an objective to minimise reliance on vehicles and to enhance use of alternative transport modes to reduce traffic generation. The implementation plan will identify traffic congestion as a key issue that needs to be addressed in any development proposal.

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[013]	1	10	13	135	No buildings over 3 storey height	3 storey maximum height limit. [13]	Theme 3, Built Form general comments	Note comment and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station. The structure plan will also provide for 4 storey buildings on suitable sites such as the gym in Nunawading and 6 storeys if grade separation occurs in the future.
[013]	1	10	18	135	No "political" bike tracks, separate them from roads, maintain them, policed and no parking	No 'political' bike tracks and be separate from roads, maintained, lit and policed, with no parking. [13]	Theme 4, Walking & cycling	Note support for the provision of bicycling lanes.
[013]	1	10	20	135	No noise or air pollution	No additional noise or air pollution. [13]	Theme 6, Sustainable development	The structure plan seeks to provide a framework for the appropriate development of the study area and to minimise noise and air pollution. It has objectives to provide for sustainable and energy efficient development.
[013]	1	10	28	135	There is NO need for new shops	No additional shops. [13]	Theme 1, Precinct 2 (Mitcham)	The structure plan proposes a framework to provide a more vibrant active centre. No change.
[013]	1	10	16	135	No rate increases for next 10 years & no borrowed money for any of the plan. Developers must pay	No borrowing or rate increases to build any part of the plan. Developer contributions required. [13]	Theme 5, Viable Partnerships	Implementation of the structure plan would need to address the need to provide for developer contributions and to be considered as part of the development of Council's budget program.

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[013]	1	10	25	135	Parkland not to be used for any building	No building on parks. [13]	Theme 2, Parks and open space	The structure plan proposes, at Silver Grove, the replacement of existing buildings with new buildings that could provide some residential accommodation to provide active surveillance of the open space area. It does not propose the loss of open space through building construction.
[013]	1	10	20	135	No irritating light effects at night	No irritating light effects at night. [13]	Theme 6, Sustainable development	This matter is beyond the scope of the structure plan and would be addressed as part of any development application assessment.
[013]	1	10	32	135	Open up side streets by removing "traffic management" systems	Open up side streets by removing traffic management systems. [13]	Theme 4, Traffic	This matter is beyond the scope of the structure plan and would be addressed as part of the development of any traffic management program as part of the implementation of the structure plan.
[013]	1	10	14	135	All car parking should be free	Parking should be free. [13]	Theme 4, Car parking	This matter is beyond the scope of the structure plan and would be addressed as part of the development of any traffic management program as part of the implementation of the structure plan.

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[013]	1	10	32	Whitehorse Road	Open up Whitehorse Road for through traffic - less traffic lights, pedestrian under/over passes, fence road to prevent pedestrians on road & stop advertising	Provide for through traffic on Whitehorse Road, at 80kph by providing under or over passes for pedestrians and removing traffic lights. Direct people to these overunderpasses with fences and prohibit advertising that distracts drivers. [13]	Theme 4, Traffic	This matter is beyond the scope of the structure plan and should be referred to VicRoads for its consideration.
[013]	1	8	22	121	Grade separate all rail crossings	Grade separate all rail crossings. [13]	Theme 4, Grade Separation	This matter is beyond the scope of the structure plan and is being partly addressed through a separate study of the Whitehorse Road/Springvale Road/Nunawading railway crossing currently being undertaken. Any outcome of this study will be considered as part of any subsequent review of the structure plan.
[013]	1	8	21	135	Keep suburb green, peaceful & safe	Need to keep suburbs green, peaceful and safe. [13]	Theme 2, Landscaping	Note comment and advise that this is a key objective of the structure plan, page 47 'green linkages' strategic direction refers.
[013]	1	8	18	117	Study needed to prove pedestrian/bike access at Norcal Road is profitable. Users should pay toll.	Study required to show that the Norcal Road Whitehorse Road link is profitable. Users to be tolled. [13]	Theme 4, Traffic	The proposed Norcal Road to Civic Centre link is about improving pedestrian and cycling links from residential areas to the civic precinct. This is a key objective of the structure plan. Tolls not supported.
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[014]	1	4	21	135	Extra development has already meant that only buildings can now be seen, no trees	From my driveway all I see now is building tops instead of trees. [14]	Theme 6, Sustainable development	The structure plan seeks to provide a framework for the appropriate development of the study area and to ensure that suitable green areas and landscaping is provided within this new development.
[014]	1	4	32	Whitehorse Road	Whitehorse Road is already an eyesore & traffic hazard. Pedestrians dash across road.	No further development in MegaMile, because of potential increase in pedestrian traffic and loss of greenery. [14]	Theme 3, Key Site 5	The structure plan seeks to continue to allow the MegaMile, within clear boundaries, to be developed for 'bulk goods' uses. Such development should seek to consolidate car parking, improve pedestrian accessibility and enhance the green areas (Section 5.5.1 refers)
[014]	1	5	13	114	Plan is a sneaky way to bring in multi storey development.	No multistorey development in Mitcham because of additional vehicles. [14]	Theme 3, Density general comments	The structure plan seeks to consolidate development within activity centres close to public transport to reduce reliance on vehicles. No change.
[014]	1	5	32	114	Tollway will not reduce traffic on Springvale Road. Extra development will create more traffic & make much worse.	I don't think the tollway will solve anything. [14]	Theme 4, Traffic	Note comment and refer to VicRoads.
[014]	1	8	13	123	Plan is a sneaky way to bring in multi storey development.	No increase in development in Nunawading also because of increased vehicles. [14]	Theme 3, Density general comments	The structure plan seeks to consolidate development within activity centres close to public transport to reduce reliance on vehicles. No change.
[014]	1	8	32	123	Extra development will create more traffic. Mitcham Road can't cope now.	Mitcham Road is not coping now how do you think it could cope with all those extra cars? [14]	Theme 4, Traffic	The structure plan seeks to consolidate development within activity centres close to public transport to reduce reliance on vehicles. No change.
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[015]	1	8	13	100	Supports low level residential development of brickworks.	Supports low-level residential development of brickworks. [15]	Theme 3, Key Site 3	Note support for Option 1. There is a need to provide an incentive for the brickworks to relocate and accordingly Option 2 with a mix of residential and commercial and open space should be adopted. Adopt Option 2 as the preferred development framework for the site.
[015]	1	8	18	117	Supports pedestrian access across railway line	Supports pedestrian access across the railroad. [15]	Theme 4, Walking & cycling	Note support for the Norcal Road/Civic Centre link.
[015]	1	8	13	133	Concern about multi storey development in new & existing residential areas around Mt Pleasant Road	Concern about multistorey development in current and new residential areas, including Mt Pleasant Road. [15]	Theme 3, Density general comments	Note concern. Structure plan proposes multi-storey development on key sites such as the brickworks property or along key road routes, such as Springvale Road and not in Mt Pleasant Road. Structure Plan proposes to delete this area as a Substantial Change area.
[015]	1	8	32	133	Maintain integrity of low traffic flow in existing residential areas.	Need to maintain low traffic flow. [15]	Theme 4, Traffic	Structure plan has objectives to reduce reliance on vehicles and promote use of alternative transport modes to maintain low traffic flows.
[015]	1	8	33	133	Maintain character of existing residential areas	Character of existing residential areas. [15]	Theme 6, Sustainable development	The structure plan seeks to provide a framework for the appropriate development of the study area. It proposes the consolidation of development within existing activity centres and public transport facilities to protect the character of the broader residential area.
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[016]	1	5	12	114	Agree with idea of putting apartments & shops close to station where people want that type of housing	Support provision of apartments and shops close to the Mitcham Station. [16]	Theme 3, Key Site 7	Note support for apartments and shops close to Mitcham Station.
[016]	1	5	28	115	Development with upgrade existing facilities and better utilise spaces	Support enhancement of facilities, including shopping uses, in Mitcham shopping centre. [16]	Theme 1, Precinct 2 (Mitcham)	Note support for the enhancement of shopping facilities in Mitcham.
[016]	1	5	12	133	Existing residential areas to be kept lower density with trees & larger blocks	Support retention of other residential areas as low density, with vegetation and larger blocks. [16]	Theme 3, Density general comments	The structure plan seeks to provide a framework for the appropriate development of the study area. It proposes the consolidation of development within existing activity centres and public transport facilities to protect the character of the broader residential area.
[017]	2	5	14	114	Need all day parking facilities for businesses in Mitcham before additional buildings	Need for more parking facilities, including all day parking before additional buildings in Mitcham. [17]	Theme 4, Car parking	The structure plan proposes additional development around the railway station with an objective for no loss of car parking. This includes additional parking levels behind a skin of residential apartments.
[018]	1	10	36	135	Need to consider education, schools, kindergartens & childcare as more young families will be living in area	Need to consider education, preschool and child care facilities for the new families who will live in the area. [18]	Theme 2, Functional community network	Note comment and note that this matter needs to be addressed as part of the implementation of the structure plan.
[019]	1	5	26	113	Need a dedicated bus lane in Mitcham Road	Need for a dedicated bus lane in Mitcham Road. [19]	Theme 4, Public transport	Note comment and refer to DOI for action.
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[019]	1	5	26	113	Provide 3 park & ride facilities (Vermont, Rangeview & Mitcham North with mini bus feeder service to station	Provide three park and ride facilities in Vermont, Rangeview and Mitcham north, with a mini bus feeder service to the station. [19]	Theme 4, Public transport	Note comment and refer to DOI for action.
[019]	1	5	14	113	Use private/partnership parking station developments	Use public-private partnerships for parking station developments. [19]	Theme 5, Viable Partnerships	Note comment and refer to DOI for action.
[020]	2	10	14	135	Need sufficient parking for new development	Need for sufficient parking for new development. [20]	Theme 4, Car parking	The structure plan proposes additional development around the railway station in Mitcham with an objective for no loss of car parking. This includes additional parking levels behind a skin of residential apartments. Parking is also a matter that is part of the consideration/assessment of any planning permit application for proposed developments.
[020]	2	10	13	135	6 storeys OK	Supports 6 storeys. [20]	Theme 3, Built Form general comments	Note support for 6 storey developments, which would be appropriate in key locations such as part of the Colombo Street site.
[020]	2	5	23	105	Rim housing OK on Coles edge	Supports rim housing on Coles Edge. [20]	Theme 3, Key Site 6	Note support for shop top housing in Mitcham to provide more activity in the centre.
[021]	1	10	12	135	Accept need for density	Accepts need for increased densities [21]	Theme 3, Density general comments	Note support for increased densities in appropriate locations.
[021]	1	10	36	135	Good ideas	Good ideas [21]	Theme 1, General comments	Note support for the structure plan.
[021]	1	10	14	135	Multi deck car parking only with town houses	Multideck car parking only with townhouses. [21]	Theme 4, Car parking	Note support for multi-deck car parking in association with residential uses.
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[021]	1	10	29	135	Shop top housing good and different - good for elderly & disabled	Shop top housing for elderly and disabled also supported. [21]	Theme 3, Key Site 6	Note support for shop top and housing for the elderly and disabled.
[021]	1	5	23	107	Like the housing rim on the Edward St car park	Housing around the multideck car park near Coles also supported. [21]	Theme 3, Key Site 6	Note support for housing around the multi-deck car park in Mitcham.
[021]	1	5	13	110	6 storeys OK for Mitcham Hotel & Columbo Street	6 storeys in the centre of the Colombo Street site and Mitcham hotel is supported. [21]	Theme 3, Key Site 7	Note support for 6 storey developments, which would be appropriate in key locations such as part of the Colombo Street site. The Mitcham Hotel site to have a 5 storey maximum height limit.
[021]	1	5	13	111	Good idea for multi storey around station housing looks good	Good idea for multistorey housing around Mitcham station. [21]	Theme 3, Key Site 7	Note support for housing adjoining Mitcham Station.
[022]	1	5	13	111	Supports 5 storeys for Columbo St, Station & Mitcham Hotel	Supports 5 storeys on Colombo Street and Mitcham hotel sites, with housing included. [22]	Theme 3, Key Site 7	Note comment and retain 5 and 6 storeys in the centre of the sites with 2-3 on the boundary of the property.
[023]	1	10	29	135	Shop top affordable housing OK	Supports shop top affordable housing and housing around multideck car park. [23]	Theme 3, Key Site 6	Note support for shop top and housing for the elderly and disabled.
[023]	1	5	13	106	6 storey OK for Columbo Street	Supports 6 storey on Colombo Street. [23]	Theme 3, Key Site 7	Note support for 6 storey developments, which would be appropriate in key locations such as part of the Colombo Street site.
[024]	1	5	26	111	Bus interchange at Mitcham Station needs to be upgraded with better lighting and road surface	Bus interchange at Mitcham Station needs to be upgraded with better lighting and road surface [24]	Theme 4, Public transport	Note comment. The structure plan contains a key objective to upgrade the interchange in conjunction with any redevelopment of the Colombo Street site. Include as a key program in the Implementation program for the structure plan.
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[024]	1	5	14	115	Car parking at Mitcham shopping centre could be better utilised - as it is time restricted it remains empty most of the time while train travellers park in streets.	Use one level of the multideck car park at Mitcham Shopping centre for all day car parking. [24]	Theme 4, Car parking	Note comment and refer to Council's Transport Engineering unit for action.
[025]	1	5	23	107	Happy with perimeter housing around car park	Supports perimeter housing around multideck car park. [25]	Theme 3, Key Site 6	Note support for housing around the multi-deck car park in Mitcham.
[025]	1	5	29	114	OK with shop top housing	Supports shop top housing. [25]	Theme 3, Key Site 6	Note support for shop top housing.
[025]	1	5	37	114	Good to update Mitcham - too sleepy	Supports updating of Mitcham. [25]	Theme 1, Precinct 2 (Mitcham)	Note support for the enhancement of shopping facilities in Mitcham.
[025]	1	5	13	110	Columbo St & Mitcham Hotel - 3 storeys OK	Supports 3 storeys on Colombo Street and Mitcham hotel sites. [25]	Theme 3, Key Site 7	Note comment. The structure plan is to show 2-3 storeys on boundary of sites with heights of 5 and 6 storeys in the centre of both properties.
[026]	1	10	13	135	Don't want anything 4 to 6 storeys in area (current 3 storeys enough)	Objects to 4 and 6 storey height limits and supports 3 stories. [26]	Theme 3, Built Form general comments	Note comment. The structure plan is to show 2-3 storeys on boundary of key sites with heights of 5 and 6 storeys in the centre of both properties. Other properties such as the Coles site will vary from 2 storeys at the northern end to 4 storeys in the centre of the property.
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[026]	1	10	20	135	The new developments have not addressed the lack of water.	Suggests that lack of water needs to be addressed. [26]	Theme 6, Sustainable development	Note comment and amend the statement of strategic direction for 'Sustainable development' on page 47 to ensure that sustainable development includes provision for energy and water efficient practices to enrich the liveability and performance of the centres.
[026]	1	10	17	135	Does not agree with any of the plan. Suggests going back to drawing board and starting again	I do not agree with any of the plan. I recommend that you go back to the drawing board and start again. [26]	Theme 1, General comments	Note comment. No change.
[026]	1	5	32	111	Don't want more development near Mitcham Station as it is already congested. Don't want more traffic	Objects to additional development around Mitcham station. [26]	Theme 3, Key Site 7	Note objection. No change.
[026]	1	8	31	124	Can't support supermarket in Nunawading due to generating more traffic in an area already with traffic problems. Enough stores in surrounding areas.	No support for an additional supermarket at Nunawading because of increased traffic and sufficient number of stores currently. [26]	Theme 1, Nunawading Preferred supermarket location	Note objection. No change as supermarket a key outcome of the structure plan. The submitter will have an opportunity to comment on the supermarket development when an amendment is exhibited.
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[027]	1	5	20	107	Any increased accommodation of vehicles in multi deck car park will exacerbate the hazardous traffic conditions that exist.	Issues about housing around multideck car park and development around Coles store. [27]	Theme 3, Key Site 6	Note comment and delete the proposed housing on the northern and western sides of the multi-deck car park.
[027]	1	5	36	114	Dramatic change in housing density, construction, loss of solar access, obstruction of driveways, congested parking, etc over 25 years for no benefit. This plan will not assist.	Concerns about increase in traffic and loss of amenity over the last 25 years. [27]	Theme 4, Traffic	The objectives of the structure plan seek to reduce reliance on the use of motor vehicles and promote the use of alternative transport modes, including public transport and therefore enhance the amenity of the area.
[027]	1	5	36	114	We are lead to believe that plan is designed to increase density of population and enhance commercial enterprises but will only destroy what used to be an urban village.	Objects to draft plan. [27]	Theme 1, General comments	Note objection. No change.
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[027]	1	5	36	114	Main objective is implement Melbourne 2030 which means cramming as many people as possible wherever they will fit and provide investors the opportunity to exploit these people.	Plan is for the benefit of developers and not community. [27]	Theme 6, Sustainable development	Note comment. The structure plan seeks to provide a framework for the appropriate development of the study area for the community and landowners.
[027]	1	5	32	114	Development will only mean more traffic on top of existing bad traffic conditions	Concern about traffic and pedestrian congestion to the north of Coles and that additional parking in the multi-deck car park will exacerbate the situation. [27]	Theme 3, Key Site 6	The Whitehorse Planning Scheme regulates the provision of car parking, which is a matter for consideration if and when the site and adjoining properties are redeveloped. Note comment. The Implementation Plan for the structure plan needs to identify that traffic management and the provision of parking is a major issue that needs to be addressed in any development application.
[027]	1	5	26	114	Cannot see how plan will improve public transport - if this occurs it will not be because of plan	It is not clear what "better transport services with improved quality, range, extent and integration of train, bus, bicycle and less congestion" means. [27]	Theme 4, Public transport	Note comment. The structure plan seeks to provide a framework for the appropriate development of the study area for the community and landowners.
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[027]	1	5	17	136	Significant concern that plan is misleading with intention of eliciting a favourable response from residents e.g. provided.	Concern that benefits proposed in plan will not eventuate. [27]	Theme 6, Sustainable development	The structure plan is a long term framework, 10-15 years and benefits will not be immediate.
[028]	2	10	36	135	Welcome & support the initiatives in the plan	Supports the draft plan. [28]	Theme 1, General comments	Note support for the structure plan.
[028]	2	4	12	Whitehorse Road	Suggests rezoning & development on north side of Whitehorse Rd to complement development on south side as to keep as is may impact on amenity of existing residences.	Proposed a Mixed Use Zone on the north side of Whitehorse Road, between Springvale Road and Council Offices or alternatively higher density housing to prevent loss of amenity. [28]	Theme 1, Precinct 1 (Nunawading)	Note submission and allow for a Mixed Use Zone on the north-east corner of Springvale Road and Whitehorse Road. Submission 116 refers. Balance of area should be available for infill residential development.
[029]	1	8	20	123	Reversing alarms from north of railway line wake person up. Suggests new developments should have ban on them between 11pm and 6am.	Concerns about the increase in truck reversing alarms as a result of the proposals in the draft plan. [29]	Theme 3, Density general comments	Operation of trucks outside the scope of the structure plan. The use of reversing beepers regulated by the EPA and Workcover.
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[030]	1	10	22	121	Use federal money that was for Scoresby freeway for grade separation of rail crossings in eastern suburbs	Supports use of Federal money to remove crossings. [30]	Theme 5, Viable Partnerships	Note the comment on funding. Grade separation beyond the scope of the structure plan.

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[030]	1	10	13	135	High-rise leads to social disharmony and deterioration in liveability of suburb	Objects to high rise developments because of social disharmony. [30]	Theme 3, Density general comments	The structure plan seeks to provide a framework for the appropriate development of the area. It includes proposals to allow for higher density development around public transport nodes to provide for more efficient use of these services. No change required to the structure plan.
[030]	1	10	18	135	Pedestrian & cycling connections should be improved & better access to public transport.	Supports better pedestrian and cycling access and improvements to public transport. [30]	Theme 4, Walking & cycling	Note support for better pedestrian and cycling access and improvements to public transport.
[030]	1	8	25	100	Brickworks should be set aside for parks and public spaces.	Daniel Robertson brickworks site should be used for open space and other public spaces rather than housing. [30]	Theme 3, Key Site 3	Note comment and that the property is not for sale and that an incentive needs to be provided to allow for the relocation of the brickworks. Accordingly Option 2 should be adopted as part of the final structure plan to provide a mixed use development for the site with additional open space provided around the heritage chimney site.
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[030]	1	8	22	120	Ease traffic congestion by grade separation at Springvale Road	Concerns about traffic congestion in Springvale and Whitehorse Roads including need for grade separation. [30]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.

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[031]	1	8	13	135	Doesn't want more than 4 storeys (even that will affect amenity)	Objects to buildings higher than 4 storeys in Mitcham Nunawading brickworks site. [31]	Theme 3, Built Form general comments	Note comment and allow of 4 storey development except on key locations such as the Colombo Street site, Mitcham Hotel and the brickworks property that can allow for higher development forms in the centre of the site.
[031]	1	8	36	100	4 storey development will adversely impact amenity	Concern about loss of amenity. [31]	Theme 3, Density general comments	Note comment and allow of 4 storey development except on key locations such as the Colombo Street site, Mitcham Hotel and the brickworks property that can allow for higher development forms in the centre of the site.
[032]	1	8	13	100	Building height of 2 storeys.	Suggests that any development of the brickworks site be limited to 2 stories with substantial tradeoffs and government investment in the provision of parkland habitat corridors, to understand the impact of additional population and road congestion and for the provision of local amenities and services. [32]	Theme 3, Key Site 3	Note comment and adopt Option 2, with additional open space around the chimney, as part of the structure plan.
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[032]	1	8	25	100	Due to Mt Pleasant Rd developments since 1960s without provision of open space or local amenities there needs to be significant government investment in parklands and green corridors.	There is a need to address impacts from additional population and traffic and to provide additional local services. [32]	Theme 4, Traffic	The structure plan seeks to provide a framework for the appropriate development of the three centres. It seeks to provide locations for the provision of services and open space and to reduce reliance on vehicle movements.
[033]	1	10	36	135	Support draft structure plan	Supports the draft structure plan. [33]	Theme 1, General comments	Note support for the structure plan.
[034]	1	8	25	100	Any development should have 50% open space	Daniel Robertson brickworks site to have 50% open space. [34]	Theme 3, Key Site 3	Note comment and that the property is not for sale and that an incentive needs to be provided to allow for the relocation of the brickworks. Accordingly Option 2 should be adopted as part of the final structure plan to provide a mixed use development for the site with additional open space provided around the heritage chimney site.
[034]	1	8	31	102	Support supermarket on site (hopefully facilitate improvement in other shops)	Supports a supermarket on the Caltex site to assist the redevelopment of the area. [34]	Theme 1, Precinct 1 (Nunawading)-preferred supermarket location	Note support for the provision of a supermarket on the Caltex site.
[034]	1	8	38	123	Supports council's effort to improve the appearance of the area over the years.	Supports the Council's efforts to improve the area. [34]	Theme 1, General comments	Note the support for the structure plan.
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[034]	1	8	22	120	Grade separation for rail crossing	Grade separation of the crossing required. [34]		Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
[034]	1	8	12	133	Station St could have slightly higher density than other areas (other areas to remain as is)	Higher densities on Station Street. [34]	Theme 3, Density general comments	Structure plan proposes shop top housing within the Nunawading shopping centre and additional housing adjoining the brickworks site as part of providing an open space link to Wood Park. Note support for the higher densities in this area.
[034]	1	8	30	127	Supports redevelopment of Silver Grove as it is an excellent area for community & sporting groups.	Supports the redevelopment of Silver Grove. [34]	Theme 2, A Functional Community network	Note the support for the proposals for Key Site 2.
[034]	1	8	12	130	Wood & West Streets to be designated as "natural change" not "substantial change"	Seeks to have the Wood and West Street area designated natural change. [34]	Theme 3, Density general comments	Note suggested change. If additional housing can be provided on the brickworks site, as shop top housing within the shopping centre, around Silver Grove and on Springvale Road then the structure plan could propose that the Wood/West Street area become natural change.
[035]	1	5	13	105	Maximum 2 storeys as is very close to other housing	Height limits should be a maximum of 2 storeys around Coles, Mitcham and 4 adjoining the Mitcham station. [35]	Theme 3, Built Form general comments	Agree in part and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station.
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[035]	1	5	38	105	Support 2nd storey housing but suggest going further to redevelop entire frontage & streetscape to provide "village" atmosphere	Supports need to redevelop Coles frontage to a village feel. [35]	Theme 1, Precinct 2 (Mitcham)	Note support for the opening up of the Coles façade.
[035]	1	5	36	114	Support plan provided it is developed with the uniqueness of Mitcham in mind - cultural heritage & leafy green character	Overall support for plan provided the green feel and heritage of Mitcham are retained [35]	Theme 1, General comments & Theme 1, Precinct 2 (Mitcham)	Note support for the structure plan and need to retain character of the area.
[035]	1	5	14	111	Objects to multideck parking (will feel unsafe at night)	Objects to a multideck car park around the station and suggest more activity through restaurants and streetscape improvements. [35]	Theme 3, Key Site 7	Note objection. The structure plan proposes housing as a skin to the multi-deck car park to provide activity around the station. There is potential for restaurants on the Colombo Street site.
[035]	1	5	28	115	Area needs high quality restaurants	Provide additional high quality restaurants [35]	Theme 1, Precinct 2 (Mitcham)	This comment is beyond the scope of the structure plan.
[036]	2	8	32	126	Business is impacted by traffic and suggests removal of 2 sets of pedestrian lights & traffic lights put in place at Springvale Rd/Station St intersection.	Supports traffic lights at the corner of Station Street and Springvale Road, Nunawading in lieu of the two sets of pedestrian lights currently provided. [36]	Theme 4, Traffic	Note support for the relocation of traffic lights and note that the operation of Springvale Road and the railway crossing are subject to a separate study.
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[037]	1	10	12	135	Excess availability of residential and commercial space will be detrimental to area (vacancies)	Concern over the provision of additional housing and commercial spaces and potential for vacancies. [37]	Theme 3, Density general comments	The structure plan will provide a framework for the development of the area over time. The market place will deliver housing and commercial areas as required over the life of the plan.
[037]	1	10	25	135	Maximise open (park like) space	Maximise open park like space. [37]	Theme 2, Parks and open space	The provision of open space is the subject of the Whitehorse Open Space Strategy. The open space strategy and the structure plan have informed each other on the appropriate provision of open space in the area.
[038]	1	10	38	135	Provide family facilities such as toilet facilities	Provide family toilet facilities. [38]	Theme 2, Parks and open space	This matter is to be addressed as part of the Whitehorse Open Space Strategy
[038]	1	10	20	135	Provide natural, organic colours etc.	Provide natural, organic colours etc. [38]	Theme 6, Sustainable development	Note comment, which is beyond the scope of the structure plan.
[038]	1	10	21	135	Provide planting that reflects the seasons.	Provide planting that reflects the seasons. [38]	Theme 2, Landscaping	Note comment, which is beyond the scope of the structure plan.
[039]	1	10	36	135	Supports submission 103.	Supports submission 103. [39]	Theme 1, General comments	Note comment.
[039]	1	10	14	135	Supports the key element "transport access & parking"	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
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[039]	1	10	25	135	Supports key elements "and increase"	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
[039]	1	10	38	135	Supports more community services - "more people, more services"	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
[039]	1	10	28	135	Supports more retail & commercial - "more people, more services"	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
[039]	1	10	33	135	Retain urban village atmosphere on our residential blocks in courts and site streets, not allow multistorey development	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
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[039]	1	10	19	135	Supports draft regarding infrastructure and environmentally sustainable development	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
[039]	1	10	38	135	Supports planning controls for area	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
[039]	1	10	12	Whitehorse Road	Supports key form and density element along Whitehorse Road only	Supports suggested key element outcomes other than suggesting the higher built forms be on Whitehorse Road only and seeking to retain village atmosphere in residential areas. [39]	Theme 3, Density general comments	Note support for key elements of the structure plan. Higher built forms should be located around key transport areas and retail areas to make more efficient use of these services and to protect the character of the broad residential area.
[039]	1	4	13	Whitehorse Road	4 storey development OK along Whitehorse Road	Supports 4 storey along MegaMile. [39]	Theme 3, Key Site 5	Note support for 4 storey development in MegaMile.
[039]	1	5	13	106	Definitely against any development that would overlook St Johns	No support for development that could shroud St Johns. [39]	Theme 3, Density general comments	Structure plan proposes 2 storey built form adjoining St Johns with higher buildings stepped back from the site to prevent shrouding. No change.
[039]	1	5	13	111	Sun is in north therefore overshadowing. Maximum of 2 storeys	Height of 2 storey around multideck car park in Mitcham and raises concern about shadowing. [39]	Theme 3, Key Site 6	The structure plan proposes three storey development, which is unlikely to overshadow adjoining residential areas. No change.
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[039]	1	5	14	111	Against residential dwellings & multideck car park on Mitcham station	No support for additional dwellings and multideck car park on Mitcham station. [39]	Theme 3, Key Site 7	The structure plan proposes to provide additional housing in conjunction with additional car parking to increase activity around the station. No change.
[039]	1	8	13	100	No more than 4 storeys with large central open space parkland for common use.	Supports 4 storey residential development on brickworks site with a large central open space area. [39]	Theme 3, Key Site 3	Note comment and adoption of Option 2, with additional open space around the chimney, as part of the structure plan.
[039]	1	8	18	117	"Yes, Yes" to pedestrian/bike access from Norcal Rd	Supports the proposed pedestrian/bike link from Norcal Road [39]	Theme 4, Walking & cycling	Note support for the bicycling link between Norcal Road and the Civic Centre.
[039]	1	8	13	123	Do not want multilevel housing in their neighbourhood of 27 years	Objects to multilevel housing. [39]	Theme 3, Density general comments	Note comment and that this submission also supports multi storey development in appropriate locations.
[039]	1	8	31	123	Supports a supermarket in the Nunawading area	Supports a supermarket in the Nunawading area [39]	Theme 1, Nunawading Preferred supermarket location	Note support for the supermarket.
[039]	1	8	13	127	No more than 4 storeys "if that"	Supports 4 stories around Silver Grove and supermarket. [39]	Theme 3, Built Form general comments	Note support for development around Silver Grove and shopping centre.
[040]	1	10	25	135	Any development should allow for more parks and good views	Any redevelopment should allow for parks and views. [40]	Theme 2, Parks and open space	The structure plan provides the broad framework for the appropriate development of the area. The detailed assessment of applications will consider the issue of view retention and open space.
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[040]	1	10	13	135	Concerned about proposals for high density housing & 6 storey buildings (less greenery, views, etc)	Concerned about high density housing and 6 storey heights with potential loss of park land. [40]	Theme 3, Key Site 2	Note comment and that the provision of higher building forms can provide for open areas around the base of the buildings as compared to lower more spread out buildings.
[041]	1	10	12	135	Multi-storey buildings should be encouraged but single storey most appropriate for aging population	Medium density housing should be encouraged provided appropriate parking is provided and that because of an aging population single storey development should be encouraged. [41]	Theme 3, Built Form general comments	Note support for medium density housing. Parking provision will be assessed as part of any development application. Multi-storey developments are necessary with appropriate access to make more efficient use of scarce space within activity centres.
[041]	1	10	38	135	Larger properties should be used for retirement villages	Use larger properties for retirement villages. [41]	Theme 3, Key Site 3	Note comment.
[041]	1	5	28	114	Mitcham is commuter hub not a shopping hub so allow more quick stop shops and parking	Sees Mitcham as a commuter hub with the need for more quick stop shops. [41]	Theme 1, Precinct 2	The structure plan can provide a framework for more retail uses. The type of uses is a matter for the market place and not the planning system.
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[041]	1	5	14	111	A lot of parking is required for residents, public transport and business/commercial use. Currently peak hour commuters use most so more parking is needed.	Need for increased parking so supports multistorey parking at station. [41]	Theme 3, Density general comments	Note support for additional multi-storey car parking.
[041]	1	5	29	115	Will be difficult to achieve housing in middle of business district due to reluctance to live like flat dwellers so far from CBD and educational institutions.	Concern about difficult of providing housing in shopping centres. [41]	Theme 3, Density general comments	The structure plan seeks to provide a framework for the long term development of the area. It identifies opportunities for Council to assist in the provision of affordable housing within parts of the centre as an example of the provision of housing in activity centres.
[042]	1	5	13	111	2 to 4 storeys optional	Height limit 2 to 4 storeys. [42]	Theme 3, Built Form general comments	Agree in part and alter structure plan to provide for a range of heights on key sites generally to a maximum of 6 storeys in the centre of sites such as Colombo Street, 5 storeys at Mitcham Hotel, 4 storeys on the Coles site and 2 storeys on the south side of the Mitcham Railway Station.
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[042]	1	5	28	111	Ground floor suggestions for Mitcham station are community centre, gym, retail space for commuters, bicycle shop and dry cleaners	Proposes the use of ground floor areas for gyms, community centre, senior citizens area, retail spaces, cafes, bike shops and dry cleaners. [42]	Theme 1, Precinct 2	Note the proposed uses. The structure plan seeks to promote additional activity at ground level within Mitcham and Nunawading. It cannot specifically set aside locations for particular uses. This is a matter addressed through the planning scheme.
[042]	1	5	25	111	Green space is needed in development	Provide additional green space. [42]	Theme 2, Landscaping	The structure plan contains objectives (5.3.4 refers) to identify opportunities for additional open space and improving open space. Council has also developed an open space strategy, which will provide a framework for the provision of open space within the study area and across the municipality.
[042]	1	5	14	111	Multi-deck car park is definitely needed	Supports multideck car park at Mitcham station. [42]	Theme 3, Key Site 7 & Theme 4, Car parking	Note support for the additional parking at Mitcham station.
[042]	1	5	29	111	Residential development to be separated from rest of complex	Residential separated from the rest of the complex. [42]	Theme 3, Built Form general comments	The structure plan provides a range of options for the provision of residential accommodation. It particularly seeks to bring residential uses into the activity centres to create the potential for more vibrant places and to improve the safety of areas including around the railway stations.
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[043]	1	8	36	100	Proposal would result in area becoming slum	Concern that exhibited proposal would turn the area into a slum. [43]	Theme 1, General comments	Note comment and that the structure plan contains objectives to create activity within the existing centres, to enhance access to open space areas and community facilities such as Silver Grove and enhance the safety of these areas.
[043]		8	13	100	2 storey limit to building - if more then would consider moving due to impact of development	Suggests height limit of 2 storeys on the brickworks site. [43]	Theme 3, Key Site 3	The structure plan needs to provide an incentive to redevelop the property. It is suggested that Option 2 be adopted as the planning framework for the site, with two storey development adjoining residential areas and higher built form towards the centre of the site.
[044]	1	10	20	135	Water, water, water - developments must require tanks, grey water, drip watering, stormwater diversion to gardens, building orientation/garden design.	Seeks mandatory ESD & WSUD requirements for all new developments. [44]	Theme 6, Sustainable development	Section 5.7 of the structure plan provides objectives for the promotion of sustainable development. These objectives will be included in the planning scheme through an amendment as part of the implementation of the plan. There are also other state government initiatives to provide for sustainable development.
[045]	1	5	36	106	Residential high-rise next to St Johns could create problems due to drug use and paedophilia.	Concern about traffic and antisocial problems from additional housing. [45]	Theme 3, Density general comments	The structure plan seeks to reduce reliance on vehicles and promote use of alternative methods of transport such as a cycling, public transport and walking to reduce traffic volumes. It is also proposing more activity within centres to enhance the safety of these areas.
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[045]	1	5	23	107	Don't want residential area abutting car park	Does not support provision of affordable housing, especially housing around the multideck car park in Mitcham. [45]	Theme 3, Key Site 6	The structure plan seeks to provide a framework for the appropriate provision of a diversity of housing and to allow for the more efficient use of services. Accordingly there is a need to provide for housing within activity centres. The location for affordable housing is proposed around the railway station and not the multi-deck car park at Mitcham.
[045]	1	5	26	114	Need to fix traffic flow and public transport if we are going to have more people living in area	Need to improve public transport and vehicle movements. [45]	Theme 4, Public transport	The structure plan seeks to provide a framework for the appropriate provision of a diversity of housing and to allow for the more efficient use of services. Accordingly there is a need to provide for housing within activity centres.
[045]	1	5	32	114	Need to fix traffic problems in Mitcham	Need to fix traffic problems in Mitcham. [45]	Theme 4, Traffic	The structure plan seeks to reduce reliance on vehicles and promote use of alternative methods of transport such as a cycling, public transport and walking to reduce traffic volumes. It is also proposing more activity within centres to enhance the safety of these areas.
[045]	1	5	13	110	Already problems with patrons & traffic	Does not support multistorey development of Mitcham hotel. [45]	Theme 3, Key Site 7	The structure plan seeks to provide a framework for the appropriate provision of a diversity of housing and to allow for the more efficient use of services. Higher built form in suitable locations provides the ability for better use of services.
[045]	1	5	32	113	Mitcham/Whitehorse Rd intersection is major problem	Mitcham/Whitehorse Road intersection outside the hotel is a major traffic issue that needs to be addressed. [45]	Theme 4, Traffic	The structure plan seeks to reduce reliance on vehicles and promote use of other forms of transport, which may alleviate some of the problems. This submission should also be referred to VicRoads for action.

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[046]	2	10	38	136	The Blackburn Redevelopment Drainage Scheme and a proposed redevelopment drainage scheme apply to part of the study area, including Mitcham.	The Blackburn Redevelopment Drainage Scheme and a proposed redevelopment drainage scheme apply to part of the study area, including Mitcham. [46]	Theme 6, Sustainable development	Note the comment and address this issue has part of the implementation of the structure plan.
[047]	1	9	33	123	It should retain its current status as an urban village.	Supports retention as an urban village. [47]	Theme 1, Precinct 1	Note comment
[047]	1	8	28	124	Like to see improvement of Nunawading shopping centre with shops, cafes & supermarket. Needs a complete revamp.	Supports a revamp of the Nunawading Shopping Centre with better shops, cafes and a supermarket. [47]	Theme 1, Precinct 1 & Theme 1, Nunawading Retail Centre - preferred supermarket location	Note support
[047]	1	8	12	130	Agree with submission 103. Disagree with higher density in Wood & West St and the wider Nunawading area	Does not support higher densities in Wood and West Streets. [47]	Theme 3, Density general comments	Note comment. If additional housing can be provided on the brickworks site, as shop top housing within the shopping centre, around Silver Grove and on Springvale Road then the structure plan could propose that the Wood/West Street area become natural change.
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[048]	1	4	38	136	Concern about the Boral plant and its inappropriateness within the centre, especially the MegaMile.	Concern about the Boral plant and its inappropriateness within the centre, especially the MegaMile. [48]	Theme 3, Key Site 5	Note and agree with comment. The retention of the Boral plant impacts on the provision of residential uses around Silver Grove. It is clear that Boral intend to remain for the long term and this needs to be addressed in the implementation of the structure plan.
[048]	1	8	31	123	Support a supermarket in Nunawading to create a community hub.	Support a supermarket in Nunawading to create a community hub. [48]	Theme 1, Precinct 1 & Theme 1, Nunawading Retail Centre - preferred supermarket location	Note support for the supermarket.
[049]	1	5	13	106	No problem with high rise (referring to original Columbo St idea) but against any unrealistic concessions being given	No problems with proposed high rise ideas provided parking and traffic issues were resolved. [49]	Theme 3, Density general comments	Note comment and advise that parking provision is a matter for assessment for planning permit application and that the structure plan seeks to reduce reliance on vehicle use. The implementation plan needs to be amended to identify parking and vehicle congetion as major issues and require the development of detailed traffic assessments for any future development applications.
[049]	1	5	22	112		Suggests that once grade separation occurs then development parameters can be created. [49]	Theme 4, Grade Separation	Note comment and that the grade separation issue is beyond the scope of the structure plan and is being addressed as part of a separate study.
[049]	1	5	36	136		Supports the development of a plan to provide direction for developers. [49]	Theme 1, General comments	Note support for the structure plan and its framework.
[049]	1	5	22	112	Before anything else, grade separation.	Supports grade separation of the railway line at Mitcham Road. [49]	Theme 4, Grade Separation	Note comment and that the grade separation issue is beyond the scope of the structure plan.
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[049]	1	5	14	111	Developers should be required to contribute to car park costs	Suggests future development should contribute to a central car park. [49]	Theme 5, Viable Partnerships	Note comment and that the preparation of a Development Contribution Plan could be addressed as part of the implementation of the structure plan
[049]	1	5	26	111	Possible relocation of station to accommodate grade separation and pedestrian overpass.	Suggests relocation of the railway station. [49]	Theme 4, Public transport	Note comment and that this is beyond the scope of the structure plan, other than that it proposes the upgrading of the interchange as part of the redevelopment of Colombo Street. Refer to DOI for action.
[049]	1	5	14	111	Much more car parking above rail station for commuters, housing and commercial use.	Supports provision of additional parking over a lowered railway line and additional levels of parking to support extra housing and commercial development. [49]	Theme 3, Density general comments, Theme 4, Car parking	Note support for additional car parking and advise that lowering of the railway is beyond the scope of the structure plan.
[049]	1	5	32	113	Elevated pedestrian crossing at Mitcham/Whitehorse Rd intersection (with escalators and roofing).	Supports provision of an elevated pedestrian crossing at the Mitcham/Whitehorse Road intersection. [49]	Theme 4, Walking & cycling	Note comment and refer to VicRoads for review.
[049]	1	8	36	123	Nunawading is a more forbidding problem than Mitcham but same approach to that proposed for Mitcham would assist.	Suggests similar proposals for Nunawading. [49]	Theme 4, Grade Separation	Note comment and that the grade separation issue is beyond the scope of the structure plan and is being addressed as part of a separate study.
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[050]	1	5	32	107	Shame for Edwards St to continue as traffic funnel.	Concern about continued operation of Edward Street as a traffic funnel. [50]	Theme 4, Traffic	Note comment and clarify that Edward Street will remain closed.
[050]	1	5	38	107	Mitcham Anglican Church fronts Edwards St. Would be great to have it included in the structure plan as this would provide additional opportunities.	There is a need to include the Mitcham Anglican Church in the structure plan to create an active frontage. [50]	Theme 3, Density General comments	Alter structure plan to include the church site and to allow for development, within the context of the heritage site, and to provide an active area on the western end of the Mitcham Shopping Centre.
[050]	1	5	32	111	Suggests relocation of eastbound (northern) platform westward by four carriages and alter trigger for crossing gates to reduce congestion.	Suggests relocation of eastbound (northern) platform westward by four carriages and alter trigger for crossing gates to reduce congestion. [50]	Theme 4, Public transport	Note comment and that this matter is beyond the scope of the structure plan. Refer to DOI and Connex for review.
[051]	1	8	22	120	Only "con" to tunnel proposal is the cost but this would be one off.	Concerned about the cost of this proposal. [51]	Theme 6, Sustainable development	The structure plan provides a framework for the appropriate development of the activity centres. The cost of developing sites will be borne by developers and any capital works required to implement the plan such as open space enhancement or provision of bicycling lanes will need to be addressed in relevant budgets.
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[051]	1	8	22	120	The Nunawading area should hold back until the grade separation is done.	Suggests deferral of structure plan options until the railway is lowered. [51]	Theme 4, Grade Separation	Note comment and that grade separation is beyond the scope of the structure plan and is being addressed as part of a separate study. Any outcomes of this study will be addressed as part of subsequent reviews of the structure plan.

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[051]	1	8	22	120	Lower railway line, build shops on top. This will be safer for public, more business to Nunawading, more available land, less noise and better appearance.	Suggests lowering of the railway line to provide more land for development of retail and other uses in Nunawading. [51]	Theme 4, Grade Separation	Note comment and that grade separation and lowering of the railway line is beyond the scope of the structure plan and is being addressed as part of a separate study. Any outcomes of this study will be addressed as part of subsequent reviews of the structure plan.
[052]	1	5	20	111	Disheartened at the condition of the area north of the railway station. Now resembles a bombsite. There has been nothing done to this area in years.	Concerned about the state of the northern side of Mitcham Railway Station and Station Street. [52]	Theme 3, Key Site 7	The structure plan provides the framework for the future development of the activity centres, including upgrading the interchange as part of the redevelopment of Colombo Street.
[052]	1	5	26	111	Bus stop is not easily used by elderly or handicapped persons.	Particular concern about the bus stop and the inability of the elderly and disabled to access buses. [52]	Theme 4, Public transport	The structure plan proposes the upgrading of the interchange as part of the redevelopment of the Colombo Street site.
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[052]	1	5	21	111	Blackburn station has pleasant lawns and attractive trees & shrubs. Mitcham station needs beautification	Seeks a plan for the future of Mitcham and to beautify the area around the station. [52]	Theme 3, Key Site 7	The structure plan provides the framework for the future development of the activity centres.
[053]	1	10	22	121	The issue of road and rail separation is one that will continue to be a problem until it is addressed as is the issue of a third rail line. (to improve flow & frequency of trains	Supports grade separation and a third line. [53]	Theme 4, Grade Separation	Note comment and that grade separation and lowering of the railway line is beyond the scope of the structure plan and is being addressed as part of a separate study. Any outcomes of this study will be addressed as part of subsequent reviews of the structure plan.

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[053]	1	5	20	105	Coles store looks very tired & run down. Access is not good from car park or Britannia Mall	Seeks to improve the area around Coles and supports retail on the eastern side of Britannia Mall. [53]	Theme 3, Key Site 6	Note support for the objectives to enhance the area around Coles. Amend structure plan to provide a landscape area on the eastern side of Coles and identify the area for possible redevelopment.
[053]	1	5	28	105	Britannia Mall is very open and would be better served by retail along its eastern side opening onto the mall.	Britannia Mall is very open and would be better served by retail along its eastern side opening onto the mall. [53]	Theme 3, Key Site 6	Note support for the objectives and principles to provide active frontages on the eastern side of Britannia Mall.
[053]	1	5	17	114	Impressed with the amount of detail in the plan	Impressed at the comprehensive nature of the plan. [53]	Theme 1, General comments	Note comment.
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[053]	1	5	13	114	Height limit should be no more than 3 storeys for residential and no more than 6 storeys for the centre of Mitcham	Supports height limits particularly on the Colombo Street site, with limits generally of 3 storeys and 6 storeys for the centre of Mitcham. [53]	Theme 3, Built Form general comments	Note support for the height limits in structure plan.
[053]	1	5	26	111	Pedestrian access on the north side of rail line is a shambles. No clear path for pedestrians except parallel to the tracks.	Need to improve pedestrian access on the north side of the line at Mitcham. [53]	Theme 4, Walking & cycling	The structure plan proposes the upgrading of the interchange as part of the redevelopment of the Colombo Street site and improved pedestrian access and enhanced ground floor activity in Station Street.
[053]	1	10	13	135	Supports the principles of the structure plan and height restrictions.	Supports the principles of the structure plan and height restrictions. [53]	Theme 1, General comments	Note support for the structure plan.

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[054]	2	8	26	135	Wants improvement in bus services	Seeks improvements in bus services. [54]	Theme 4, Public transport	Comment is beyond the scope of the structure plan. Refer to DOI and bus companies for review. Note there is a current review of bus services in Whitehorse, Monash and Manningham.
[054]	2	8	26	117	Concern to improve access to bus service in Nunawading along Norcal Road	Concern to improve access to bus service in Nunawading, along Norcal Road. [54]	Theme 4, Public transport	Comment is beyond the scope of the structure plan. Refer to DOI and bus companies for review. Note there is a current review of bus services in Whitehorse, Monash and Manningham.
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[054]	2	8	26	122	Concerns about the proposals for the interchanges at Mitcham and Nunawading and how the isolation of the community can be reduced.	Concerns about the proposals for the interchanges at Mitcham and Nunawading and how the isolation of the community can be reduced. [54]	Theme 3, Density-general comments	The structure plan proposes the upgrading of the interchange at Mitcham as part of the redevelopment of the Colombo Street site. The upgrading of the interchange at Nunawading, location of the railway station and links to the centre are matters to be addressed as part of the separate grade separation study currently being undertaken.

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[054]	2	8	32	136	Increasing densification is impacting on Rooks Road. Traffic volume is a real concern, making it hazardous exiting Rooks Rd or for pedestrians accessing public transport. Questions what about traffic quietening, what is planned for Rooks Road and about extending the walkway on the pipe track.	Concern about additional traffic in Rooks Road and the need to improve pedestrian access across the road and along the pipe track. [54]	Theme 4, Walking & cycling	The structure plan seeks to reduce reliance on vehicle use and to improve accessibility for pedestrians.
[055]	1	8	13	100	6 storey development would create too much traffic (already have too much in Mt Pleasant Road.	Does not support 6 storey residential development on the brickworks site. [55]	Theme 3, Key Site 3	Note comment and that the higher built forms are proposed for the centre of the site to minimise impacts on adjoining residential areas.
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[055]	1	8	28	100	Brickworks could have ground floor retail maybe.	Suggests use of the site for ground floor retail. [55]	Theme 3, Key Site 3	Note comment and that Option 2 for the brickworks site could provide for commercial uses. It is unlikely that retail uses would be proposed outside of the existing shopping centre.
[055]	1	8	12	116	Are too many units in north end of Mt Pleasant Road & these create too much traffic.	Concern about the number of units at the northern end of Mt Pleasant Road. [55]	Theme 3, Density general comments	Note comment and that this reflects the existing situation and proximity to a railway station.

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[055]	1	8	32	116	Are too many units in north end of Mt Pleasant Road & these create too much traffic.	Concern about traffic generation. [55]	Theme 4, Traffic	The structure plan seeks to reduce reliance on vehicles and promote use of alternative transport modes.
[055]	1	8	38	123	Need a Nunawading Community House	Suggests a Nunawading Neighbourhood House. [55]	Theme 2, A Functional Community network	The structure plan contains objectives to upgrade the quality of community services and accessibility to such services. This matter could be addressed as part of the implementation of the structure plan.
[055]	1	8	38	120	Need to improve rail crossing with input from disabled people.	Need to improve the railway crossing, including input from disabled people. [55]	Theme 4, Walking & cycling	Note comment and refer to DOI and Connex for review.
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[055]	1	8	31	124	Desperately need a supermarket in Nunawading. Currently disabled people have to go to Box Hill or Mitcham by train to shop.	Supports provision of a supermarket in Nunawading to assist accessibility to this facility by disabled people. [55]	Theme 1, Nunawading Preferred supermarket location	Note support for a supermarket.

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[056]	1	10	20	135	Mammoth real estate developments destroy the "character" of a neighbourhood and devastate the natural environment (flora and fauna and liveability)	Concerned that 'big box' developments remove the character and flora and fauna of an area. [56]	Theme 3, Key Site 5	The structure plan proposes to retain the focus of MegaMile for 'big box' developments and to improve landscaping along Whitehorse Road.
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[056]	1	10	17	135	"viable partnerships" must be clearly thought out so that Planning is forced to accept the blundering decisions of some other Government Authority. Above all, Council should not be ambushed or co-opted into development that turns out as destructive of the neighbourhood.	Ensure partnerships with Government agencies and private investors do not constrain Council or lead to the destruction of a neighbourhood. [56]	Theme 5, Viable Partnerships	Note comment and address as part of the implementation of the structure plan.
[056]	1	10	13	135	Strongly object to 6 storey housing, 3 storey is the limit.	Objects to 6 storey height limits and suggests that 3 is the most reasonable. [56]	Theme 3, Built Form general comments	Note comment and retain 6 storeys in key locations where impact on adjoining areas can be minimised.
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[056]	1	10	36	135	Principles in draft vision (A role for the Activity Centres, Quality spaces for people, A place to live and work, A functional community network, Sustainable transport & Sustainable development) necessitate architectural design & scale support local providers (small business)	Seeks to ensure that architectural design and scale as outlined in the key principles retain economic activity in the hands of local providers. [56]	Theme 6, Sustainable development	Note comment and address as part of the implementation of the structure plan.
[057]	1	10	36	135	On the whole structure plan is good (concerns are environment management & building height)	On the whole the structure plan is good [57]	Theme 1, General comments	Note support for the structure plan.
[057]	1	8	20	123	Nothing in plan that addresses increased rubbish and pollution impacting downstream in Blackburn Lake	Suggests a management plan to ensure that rubbish in stormwater does not impact on Blackburn Lake. [57]	Theme 6, Sustainable development	Note comment and include appropriate stormwater management techniques as part of the implementation of the structure plan.
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[057]	1	8	13	127	4 to 6 storey development in Silver Grove is excessive - environmentally and overdevelopment of site.	Concerned about the proposed 4 and 6 storey height limits for the area around Silver Grove. [57]	Theme 3, Key Site 2	The structure plan proposes 4 level housing along Silver Grove and Springvale Road to provide activity around the open space area with higher built form in the centre of the sites particularly if grade separation occurs.

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[058]	1	10	36	135	Elements of plan are good (is excessive desire to fill up all space with buildings though)	Supports elements of the plan. [58]	Theme 1, General comments	Note support. No change
[058]	1	4	32	Whitehorse Road	New stores in Mega Mile are already generating extra traffic so could become a traffic bottleneck at all times of week	Concerned about additional development in the MegaMile and the increase in traffic. [58]	Theme 3, Key Site 5	The structure plan contains objectives to retain the importance of the MegaMile for bulky goods uses. This is a location with limited impact on adjoining areas and seeks to reduce reliance on the use of vehicles and promote use of other transport modes.
[058]	1	5	14	111	Support extra car parking for commuters to encourage use of train service.	Supports extra car parking for commuters. [58]	Theme 4, Car parking	Note support for additional car parking.
[058]	1	5	20	115	Mitcham has been pleasant shopping area. Pity if desire for more rate income turns it into a rat race	Seeks to retain Mitcham as a pleasant shopping area [58]	Theme 1, Precinct 2	Note comment and that structure plan seeks to enhance the retail area of Mitcham and provide more activity by bringing residents within the centre.
[058]	1	6	12	107	Extra housing around Coles car park is not warranted	Does not support additional housing around the Coles car park. [58]	Theme 3, Key Site 6	The provision of shop top housing to be limited to the southern end of the multi-deck car park and southern side of Coles site.
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[058]	1	6	13	135	4 storey buildings are not warranted in Whitehorse Road or Mitcham Shopping Centre	Does not support 4 storey buildings in the centre. [58]	Theme 3, Built Form general comments	The structure plan proposes 4 storey along the main roads to provide more efficient use of existing services such as the railway station and to provide for appropriate development within the centre to protect adjoining areas such as the Walker Estate.

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[059]	2	10	36	135	Proposal will meet future needs & growth projections	Sees plan as meeting future needs and growth projections. [59]	Theme 6, Sustainable development	Note support for the proposed planning framework.
[059]	2	10	36	135	Proposal seems relevant to community needs.	Sees structure plan as relevant to community needs. [59]	Theme 1, General comments	Note supporting comment.
[059]	2	10	36	135	It will improve services and bring business into area	Sees structure plan will improve services and facilities and bring in businesses. [59]	Theme 1, General comments	Note supporting comment.
[059]	2	5	38	114	Supportive of plan provided it occurs in stages and does not cause disruption to existing businesses in Mitcham	Supports the draft plan provided it is undertaken in stages and does not disrupt businesses in Mitcham. [59]	Theme 1, Precinct 2	Note comment and address as part of the implementation of the structure plan.
[059]	2	5	38	115	Include consultation with traders prior to any construction to minimise inconvenience	Seeks involvement of local traders prior to any construction around Coles because of concerns about construction vehicles and potential parking loss. [59]	Theme 5, Viable Partnerships	Note comment and address as part of the implementation of the structure plan.
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[060]	1	5	28	114	Need a gym that will allow men to join (only have fern wood at moment). Also need improved quality of shops and restaurants.	Seeks an additional male gym. [60]	Theme 1, Precinct 2	Note comment and that this matter is beyond the scope of the structure plan.
[060]	1	5	13	114	Happy for additional levels if well designed and add character to Mitcham	Supports additional levels that are well designed. [60]	Theme 3, Built Form general comments	Note comment and that structure plan seeks to provide for appropriate built form within the centres.
[060]	1	5	36	114	Support structure plan as presented and have no major issues with it.	Supports the structure plan. [60]	Theme 1, General comments	Note support. No change

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[060]	1	5	28	115	Need a vibrant shopping centre/station precinct that makes Mitcham the place that people want to be.	Notes need for a vibrant shopping centre and station precinct. [60]	Theme 1, Precinct 2	Note support. No change
[060]	1					The additional development is required to allow Mitcham to improve. [60]	Theme 1, Precinct 2	Note support. No change
[061]	3	10	17	135	Unusually complicated structure plan (really this is 3 draft plans lumped together)	Concerned about the complicated nature of the Nunawading/MegaMile/Mitcham Structure Plan. [61]	Theme 1, General comments	The structure plan covers two activity centres, which have been dealt with as three separate precincts to provide an appropriate framework for each part of the study area.
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[061]	3	10	13	135	Proposed scale & height of future buildings should be reviewed in context of existing and perceived local character, sustainability and the availability of public transport.	Seeks a review of the scale and height of buildings in Mitcham, Nunawading and the area between the two against the character of the area, sustainability objectives and the provision of public transport. [61]	Theme 3, Built Form general comments	The structure plan provides a framework for the appropriate development of the area having regard to the existing character of development in the area as well as to provide for better use of facilities and public transport.

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[061]	3	10	12	135	Additional higher density housing should not be permitted until there is a commensurate increase in the public transport serving the area proposed for housing.	Suggests a safeguard should be included to only allow higher density housing if there is a commensurate increase in public transport services [61]	Theme 4, Public transport	The structure plan seeks to provide for additional housing around public transport nodes to make more efficient use of these facilities. The provision of additional services needs to be addressed by DOI and Connex.
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[061]	3	4	17	109	Unacceptable to infer MegaMile is a specialised centre or that its boundaries are clearly defined. Is an acceptable marketing term but doesn't need to be part of any structure plan. This is misleading.	The structure plan should not infer that the boundaries of the MegaMile are predetermined or anchored by Mitcham and Blackburn. [61]	Theme 1, Precinct 3	The boundaries of MegaMile will need to be addressed, at least at the eastern end, as part of the structure plan.

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[061]	3	4	32	109	One or two storeys is typically adequate for most retailing so additional area would be residential or office area and would need to allow for the extra traffic and parking needs.	One or two storeys is typically adequate for most retailing so additional area would be residential or office area and would need to allow for the extra traffic and parking needs.	Theme 3, Built Form general comments	The structure plan proposes additional car parking in appropriate locations and is also seeking to promote the use of alternative transport modes to reduce reliance on motor vehicles.
[061]	3	7	34	109	Should redefine boundaries of Nunawading Centre to exclude the MegaMile but include Civic Centre Precinct.	Seeks the definition of boundaries and to not include MegaMile as part of the Nunawading Activity Centre. [61]	Theme 1, Precinct 3	Note comment and amend the structure plan to seek that Nunawading be identified as a Neighbourhood Activity Centre with MegaMile as the Major Activity Centre.
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[061]	3	8	25	135	Open space in Nunawading & Mitcham lies at the periphery or outside the boundaries of the areas. Therefore more emphasis should be placed on securing additional public parkland suitable for the centres and for more public & private space	Seeks greater emphasis on providing and obtaining additional public and private open space. [61]	Theme 2, Parks and open space	The structure plan contains objectives to provide new open space areas or improve existing areas. These objectives will be supported by the Whitehorse Open Space Strategy which will provide the framework for providing open space in the municipality.

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[061]	3	8	26	135	Public transport is already overloaded at peak times and is not going to be able to accommodate the additional demand from residents in higher density housing therefore growth in centres should be commensurate with the growth in services.	Suggests that additional development in Mitcham and Nunawading should only occur with improvements in public transport. [61]	Theme 4, Public transport	The structure plan seeks to provide for additional housing around public transport nodes to make more efficient use of these facilities. The provision of additional services needs to be addressed by DOI and Connex.
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[061]	3	8	22	120	Nunawading has the potential to be developed as a viable Major Activity Centre but only if this includes grade separation	Seeks grade separation of the railway line at Nunawading to enable Nunawading to become a viable Major Activity Centre. [61]	Theme 4, Grade Separation	The issue of grade separation is beyond the scope of the structure plan and is being considered by a separate study, Any outcomes of this study will be considered as part of any subsequent review of the structure plan.
[062]	1	10	36	135	General support for the philosophy of the structure plan to guide development in local neighbourhoods and reduce reliance on motor vehicle transport.	General support for the philosophy of the structure plan to guide development in local neighbourhoods and reduce reliance on motor vehicle transport. [62]	Theme 1, General comments	Note supporting comment.
[062]	1	10	12	135	Accept need for high density development around transport nodes but not convinced Nunawading is suitable for this.	Supports high-density development around transport nodes. [62]	Theme 3, Density general comments	Note supporting comment.

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[062]	1	8	31	102	Support the creation of a small supermarket in Nunawading as long as it is a genuine supermarket. Best location is on site of Caltex service station.	Supports a real supermarket on the service station site with traffic lights at Market Street. [62]	Theme 1, Precinct 1 (Nunawading)-preferred supermarket location	Note support for a supermarket in Nunawading.
[062]	1	8	13	108	Four stories would create a very bulky building that would dominate the north end of Wood St, permanently altering the character of the neighbourhood	Concerned about the proposed 4 level, reducing to 2 level development proposed on gym site. [62]	Theme 3, Key Site 1	The height limits for this site are proposed to ensure that development on the street and adjoining property interfaces is compatible with the adjoining residential area. The highest elements adjoining the commercial area or are in the centre of the site to minimise impacts on adjoining areas.
[062]	1	8	32	108	Increased traffic congestion created by development a problem - Any development should only have pedestrian access to Wood Street.	Seeks pedestrian access to the site only from Wood Street. [62]	Theme 3, Key Site 1	Note comment and retain road closure at Wood and Market Streets.
[062]	1	8	15	108	Developer of the gym site should engage local residents early in the design stage. Don't want to be surrounded by high density housing. Would force us to move.	Suggests any developer of the gym site to undertake discussions with residents early in the design process. [62]	Theme 1, General comments	Note comment.

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[062]	1	8	25	133	Opportunity for car-free lifestyle is limited in Nunawading, residents here want more open space.	Open space is a reason for coming to Nunawading in the first place, development will undermine the attraction. [62]	Theme 2, Parks and open space	The structure plan contains objectives to provide new open space areas or improve existing areas. These objectives will be supported by the Whitehorse Open Space Strategy which will provide the framework for providing open space in the municipality.
[062]	1	8	12	133	Car free lifestyle and access to a wide variety of shops, café's, restaurants & entertainment facilities are needed for high density development to succeed. This will not be possible for Nunawading.	Not convinced high-density development viable in Nunawading. [62]	Theme 3, Density general comments	The structure plan provides a framework for the long term development of the centres around public transport nodes and retail areas.
[062]	1	8	32	130	Existing closure of Wood St has been very successful. Keep it as is. Don't want "rat run" to return.	Supports retention of the road closure in Wood Street. [62]	Theme 4, Traffic	Note comment and retain road closure at Wood and Market Streets.
[063]	1	10	26	135	To make higher density living near transport affordable, need to DISALLOW car ownership for people living there.	Concerned about affordability and supports the need to provide for high density living and disallow parking provision in these areas. [63]	Theme 6, Sustainable development	Note comment and support for structure plan.

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[063]	1	10	12	135	Supports provision of high density living close to facilities.	Support provision of high density living close to facilities. [63]	Theme 3, Density general comments	Note comment and support for structure plan.
[063]	1	10	38	135	It is valuable being within walking distance of transport, shops, sporting and community facilities. Would like to see this available to as many people as possible.	Values the ability to be within walking distance of transport, community and sporting facilities and shops. [63]	Theme 4, Walking & cycling	Note support for principle of providing services accessible to pedestrians.
[063]	1	10	25	133	Families with large lots (private open space) often make limited use of this space.	Acknowledges limited use by families of large lots. [63]	Theme 3, Density general comments	Note comment.
[064]	1	8	32	117	Since Norcal Rd opened up there has been an increase in vehicle traffic, including Crown buses. There is limited access routes so this means increased traffic.	Concerned about the limited access to and from Nunawading. [64]	Theme 4, Traffic	The structure plan proposes improvements in accessibility through the provision of a north-south access link from the station to Whitehorse Road and between Norcal Road and the Civic Centre.
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[064]	1	8	14	124	There is insufficient space around the shopping are for shop owners to have any sort of reasonable trade. Any new development, such as a proposed supermarket must provide sufficient parking.	Concerned that new development, including a supermarket, within the centre should provide sufficient parking. [64]	Theme 1, Nunawading Preferred supermarket location	Note comment and that parking provision should be considered as part of the assessment of development applications.
[065]	1	10	13	135	Seeking 3 storey maximum height restriction.	Seeks a maximum 3 storey height limit. [65]	Theme 3, Built Form general comments	Note comment and that there is general support for 4 storey heights with higher elements on key sites.
[065]	1	10	12	135	Low to medium density housing only.	Supports low to medium density housing. [65]	Theme 3, Built Form general comments	The structure plan seeks to provide for the more efficient use of services which requires higher built form within the activity centres to protect the character of areas adjoining these centres. Accordingly 4 storeys within the centres is appropriate.
[065]	1	10	21	135	Plant indigenous gardens	Supports use of indigenous gardens. [65]	Theme 6, Sustainable development	Note support of the use of indigenous planting.
[065]	1	5	28	105	Upgrade Mitcham Coles area - double storey OK.	Supports upgrading of Mitcham Coles, including double storey development. [65]	Theme 1, Precinct 2	Note support for the enhancement of the area around Coles.
[065]	1	5	13	106	Seeking 2 storey limit for any development adjoining St Johns.	Seeks a 2 storey height limit on development adjoining St Johns. [65]	Theme 3, Key Site 7	The structure plan provides for sensitive heights and treatments adjoining the school site.
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[065]	1	5	22	112	Mitcham Station & train line to be put underground.	Mitcham Station & train line to be put underground.	Theme 4, Grade Separation	Note comment and that this matter is beyond the scope of the structure plan.

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[065]	1	5	14	111	2 storey maximum height for car parking at station.	Seeks a 2 storey maximum height limit for any car parking at Mitcham station. [65]	Theme 3, Key Site 7	Note comment and alter plan to provide for 2 storey limit for the multi-deck car park.
[066]	1	5	13	114	Height of proposed buildings in Mitcham are a concern.	Concerned about proposed building heights [66]	Theme 3, Built Form general comments	The structure plan seeks to provide for the more efficient use of services which requires higher built form within the activity centres to protect the character of areas adjoining these centres. Accordingly 4 storeys within the centres is appropriate.
[066]	1	5	35	114	Will infrastructure be updated	Concerned about the need to update infrastructure. [66]	Theme 6, Sustainable development	Note comment and address as part of the implementation of the structure plan.
[066]	1	5	28	115	Supports a revamp of Mitcham shopping area as it may bring more people and businesses to the area.	Supports a revamp of Mitcham shopping area as it may bring more people and businesses to the area. [66]	Theme 1, Precinct 2	Note support for the upgrade of Mitcham.
[067]	1	10	20	135	Immigration increases population without regard to the limited water availability.	Concerned about the water situation. [67]	Theme 6, Sustainable development	Section 5.7 of the structure plan provides objectives for the promotion of sustainable development. These objectives will be included in the planning scheme through an amendment as part of the implementation of the plan. There are also other state government initiatives to provide for sustainable development and to provide measures to reduce water consumption.
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[067]	1	10	25	135	Need more sports grounds and open parkland.	Supports additional parkland and sports grounds. [67]	Theme 2, Green Linkages	The structure plan contains objectives to provide new open space areas or to improve existing areas. These objectives will be supported by the Whitehorse Open Space Strategy which will provide the framework for providing open space in the municipality.
[067]	1	4	12	109	Area is already crammed with businesses. Can't see how more businesses could be added.	Concerned about increased development in MegaMile. [67]	Theme 3, Key Site 5	The structure plan seeks to continue to allow the MegaMile, within clear boundaries, to be developed for 'bulk goods' uses. Such development should seek to consolidate car parking, improve pedestrian accessibility and enhance the green areas (Section 5.5.1 refers)
[067]	1	8	13	100	Thought of 4 - 6 storey accommodation on brickworks site gives me the horrors.	Does not support 4 or 6 storey buildings on the brickworks site. [67]	Theme 3, Key Site 3	The structure plan proposes the higher built form on this site within the centre of the property or adjoining the industrial area where it will minimise impacts on the adjoining residential area.
[067]	1	8	30	100	Brickworks site should be made into a Soccer field.	Supports a soccer field on the brickworks site. [67]	Theme 3, Key Site 3	The structure plan contains objectives to provide new open space areas or improve existing areas. These objectives will be supported by the Whitehorse Open Space Strategy which will provide the framework for providing open space in the municipality.
[067]	1	8	22	120	Before anything else, grade separation - "starting on the madness of rail & Springvale Rd."	Supports grade separation at Nunawading crossing prior to doing anything about allowing multi living premises. [67]	Theme 4, Grade Separation	The issue of grade separation is beyond the scope of the structure plan and is being considered by a separate study, Any outcomes of this study will be considered as part of any subsequent review of the structure plan.

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[068]	1	10	36	135	Many examples of poor unit development and poor maintenance with rubbish left around. Don't want this to happen.	Concerned about unsightly unit developments. [68]	Theme 3, Built Form general comments	Note comment and that the structure plan seeks to provide built form objectives to ensure that development does not detract from the amenity of the area.
[068]	1	10	38	135	Need more police on patrol in summer	Seeks additional police patrols in summer. [68]	Theme 2, A Functional Community network	Note comment and that this is beyond the scope of the structure plan.
[068]	1	10	21	135	Vegetation should be retained on lots. Moonscaping should not be allowed. Provides examples where council has not acted.	Seeks retention of vegetation on lots and not allow moonscaping. [68]	Theme 6, Sustainable development	Note comment and that this is already addressed in the Whitehorse Planning Scheme. The structure plan contains objectives to provide incentives for the provision of landscaping on development sites.
[068]	1	10	13	135	If our city needs "2030" development, then 3 storey.	Supports 3 storey heights for developments. [68]	Theme 3, Built Form general comments	Note comment and retain heights as proposed in the structure plan, which are generally at 4 storeys.
[068]	1	10	20	135	Should be compulsory water tanks & water recycling	Supports provision of WSUD and ESD in new developments. [68]	Theme 6, Sustainable development	Section 5.7 of the structure plan provides objectives for the promotion of sustainable development. These objectives will be included in the planning scheme through an amendment as part of the implementation of the plan. There are also other state government initiatives to provide for sustainable development and to provide measures to reduce water consumption.
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[068]	1	10	13	135	Some development should be single storey, not all 2 storey.	Could Council encourage some single storey development not all two storey. [68]	Theme 3, Built Form general comments	The structure plan seeks to provide for more efficient use of land within activity centres, which requires the ability to provide multi-storey development.
[068]	1	5	14	111	Multi level car park at Mitcham Station will be great.	Supports multilevel parking at Mitcham station. [68]	Theme 4, Car parking	Note support for multi-deck parking at Mitcham Station.
[068]	1	8	32	100	Even before there is any development of the brickworks site there is traffic congestion and problems with turning at Station St/Rooks Rd intersection.	Concerned about traffic congestion and turning movements at the intersection of Rooks Road and Station Street. [68]	Theme 4, Traffic	The structure plan seeks to reduce reliance on the use of motor vehicles and promote the use of alternative means of transport to reduce congestion.
[068]	1	8	26	101	Suggests old Bunnings site for park n ride	Suggest a park n ride facility at former Bunnings site. [68]	Theme 4, Car parking	Note comment and that this is should be referred to DOI for review.
[068]	1	8	18	117	Cycling track from Norcal Rd to Civic centre, great.	Supports a walking/cycling track to the Civic Centre from Norcal Road. [68]	Theme 4, Walking & cycling	Note support for the Norcal Road/Civic Centre link.
[069]	1	10	12	135	There seems to be a desire to cram as many people as possible in all available places which isn't agreed with.	Does not support the provision of additional housing on all land to achieve Melbourne 2030 objectives. [69]	Theme 3, Density general comments	Note comment and that there is a need to provide for additional housing in suitable locations close to services. The structure plan provides the framework for the provision of this housing.
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[069]	1	10	16	135	Concerned that because of "so called improvements" if development goes ahead then rates will increase.	Concerned about increase in rates. [69]	Theme 6, Sustainable development	The matter of increase in rates relates to the development of Council budgets and is beyond the scope of the structure plan.

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[069]	1	10	36	135	Does not consider that the identified improvements and additional housing can be achieved.	Does not consider that the identified improvements and additional housing can be achieved. [69]	Theme 3, Density general comments	The structure plan provides a 10 to 15 year time frame to be implemented.
[069]	1	10	38	135	Hopes plan does not go ahead.	Does not support the plan. [69]	Theme 1, General comments	Note comment.
[069]	1	10	16	135	Questions where the finance is going to come from.	Questions ability to finance the development. [69]	Theme 5, Viable Partnerships	The undertaking of development will generally be carried out by landowners and financed by them. Other authorities will need to budget for the provision of capital works and this needs to be addressed in any implementation plan.
[069]	1	10	25	135	Seem to want to develop every patch of our public land.	Concern about the provision of additional housing on public land to achieve Melbourne 2030 objectives. [69]	Theme 2, Parks and open space	The structure plan generally proposes that additional housing be provided on private property. There are opportunities to provide affordable housing in conjunction with organisations around Silver Grove and the multi-deck car park in Mitcham provided there is no loss of open space and/or parking.
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[069]	1	10	12	135	Have seen higher density develop in neighbourhood over the years but no benefit comes of it, only problems such as traffic.	Comments that there have been dramatic changes in high density construction with no benefits. [69]	Theme 3, Density general comments	Note comment and that the structure plan will provide a planning framework for development where there has been ad hoc development. This will provide direction on appropriate built form.

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[069]	1	10	17	135	Parts of plan seem misleading with intention to elicit a favourable response from residents e.g. vague suggestions of providing social, cultural and economic diversity in order to enrich the quality of life in our neighbourhood and character of the Activity Centre.	Concern that the suggestions of providing diversity are unclear and misleading. [69]	Theme 6, Sustainable development	Note comment and clarify what is meant by diversity.
[069]	1	5	32	107	Increase in size of multideck car park will increase traffic & impact on pedestrians and vehicle movement	Concern about impact on pedestrian and vehicle movement from additional housing around the multideck car park. [69]	Theme 4, Traffic	The structure plan will need to provide for separation between pedestrians and motor vehicles around the car park. Note deletion of housing on west and northern sides of the multi-deck car park.
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[069]	1	5	32	114	Already problems with traffic and concerned that development will make this worse.	Concern about additional congestion. [69]	Theme 4, Traffic	The structure plan seeks to reduce reliance on the use of motor vehicles and promote the use of alternative means of transport to reduce congestions.
[069]	1	5	14	107	Support addition of 2 storey car park but not housing around the car park.	Supports a two storey addition to the car park with no housing. [69]	Theme 3, Key Site 6	Note comment and that there is a need to provide for additional housing in suitable locations close to services. Note deletion of housing on the western and northern sides of the multi-deck car park.
[070]	3	8	38	127	Pleased to see plan provides for Lapidary club to stay on their present site in Silver Grove	Noted continuation of Lapidary club on their current site. [70]	Theme 3, Key Site 2	Note support for the continued operation of the Lapidary club.

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[070]	3	8	38	127	Sees present Lapidary club as valuable facility for community.	Sees the proposed and current facilities on Silver Grove as important to the broader community. [70]	Theme 2, A Functional Community network	Note support. No change
[070]	3	8	38	127	Supportive of further discussions.	Supportive of further discussions. [70]	Theme 1, General comments	Note comment.
[071]	2	10	37	135	Bulk of draft documentation is fundamentally agreed with.	Supports the bulk of the plan. [71]	Theme 1, General comments	Note support. No change
[071]	2	8	22	121	Grade separation assists with removal of traffic obstacles but frees up land for other uses.	Notes that undergrounding could provide for additional airspace development. [71]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
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						Suggests the need for grade separation at Nunawading and Mitcham. [71]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
[071]	2	8	26	125	Something will have to be done to enable more public transport as Ringwood line only has 1% remaining capacity.	Considers that the Ringwood line has limited capacity to enable an increase in rail trips by 2020. [71]	Theme 4, Public transport	The capacity of the railway line is beyond the scope of the structure plan and this matter should be referred to DOI and Connex for review.

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[071]	2	8	31	123	May be good to see if could get more than one supermarket. Council could undertake a referendum of residents to choose the company.	Notes supermarket in Nunawading is proposed in the draft plan and suggests a referendum for residents to choose between Coles & Safeway or another store. [71]	Theme 1, Nunawading Preferred supermarket location	Note comment and that the provision of a supermarket will be subject to a planning scheme amendment, which will be publicly exhibited for comment.
[071]	2	8	32	126	Major problem is Springvale Rd is major north/south artery and looks likely to remain so.	Major concern is the continued operation of Springvale Road as a major north-south route. [71]	Theme 4, Traffic	The operation of Springvale Road is beyond the scope of the structure plan and subject of a separate study.
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[071]	2	8	32	126	Speeding traffic on Springvale Rd will make it harder for pedestrians to cross except at lights.	Concern that if traffic speeds along Springvale Road that pedestrian accessibility will be difficult [71]	Theme 4, Walking & cycling	The operation of Springvale Road is beyond the scope of the structure plan and subject of a separate study.
[071]	2	8	26	126	Draft report notes Connex may claim loss of profits if Springvale Rd works interfere with trains but there are several ways of dealing with this (and provides 3 options.)	Notes that Connex may have issues with works on Springvale Road and suggests three methods to resolve this issue [71]	Theme 4, Public transport	The operation of the railway line is beyond the scope of the structure plan.

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[072]	1	4	34	109	MegaMile should go no further east than Rooks Road. Shopping seems to be consolidating around Harvey Norman & Home HQ (note number of other retailers that have moved to Home HQ). Consolidate in existing areas now.	Suggests that MegaMile be consolidated in its existing location. [72]	Theme 1, Precinct 3	Note comment and that the structure plan seeks to ensure the ongoing viability of MegaMile in the current location with the identification of an eastern boundary at Rooks Road.
[072]	1	4	28	109	Streets around Bunnings Nunawading & Brandsmart, down to the rail line could have 3 - 4 levels of retail & housing without disrupting residential and local shopping areas.	Suggests that streets around Bunnings and Brandsmart to the railway line be developed with three or four levels of retail and/or residential. [72]	Theme 3, Key Site 5	The structure proposes the ability for development to 15 metres or 4 storeys.
[072]	1	5	14	105	The plan for retail on Mitcham Road near Coles would be very congested. Suggest setback on the Coles wall with possible parking outside on a side road would be amenable	Suggests provision of a side road with parking between retail on the east side of Coles and Mitcham Road. [72]	Theme 3, Key Site 6 & Theme 4, Traffic	Note comment and that the structure plan has been altered to provide a landscape strip on Mitcham Road and to provide for the potential for future development above the car park to three levels.

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[072]	1	5	14	105	It would be sensible to redevelop & have a car park under Coles. More retail or residential could occupy a third level and retail could be developed around the perimeter.	Suggests underground parking for Coles, with a new store at the level of Enterprise Way and retail or residential on a third level. [72]	Theme 3, Key Site 6	The structure plan provides for appropriate residential and retail development and allows for the opening up of the entrance to Coles. No change.
[072]	1	5	14	107	Would not use a car park hemmed in by housing. Also the proposed changed entry to the parking area would not suit and would use other shopping centres in preference.	No support for housing around the multideck car park. [72]	Theme 3, Key Site 6	Note comment and that there is a need to provide for additional housing in suitable locations close to services. Note plan has been amended to delete housing option on northern and western side of the car park.
[072]	1	5	13	114	Preference for 3 storeys but in lower areas (where it would not stand out) 4 storeys could look good.	Preference for three storeys with four storeys, with good design in low areas. [72]	Theme 3, Built Form general comments & Theme 3, Key Site 6	The structure plan proposes three levels adjoining Coles, rising to four levels on the southern end of the store and the multi-deck car park with 4-6 storeys on key sites. Generally two levels are proposed on existing buildings.
						There is a need to consider topography and improve public transport. [72]	Theme 4, Public transport	Note comment.

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[072]	1	5	14	111	Should be short term parking available at the station (currently all used for all day commuter parking)	Seeks short-term parking at Mitcham station. [72]	Theme 4, Car parking	The structure plan proposes the provision of additional parking at the station. No change.
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[072]	1	5	28	115	Mitcham shopping centre will be out competed by surrounding shopping centres (as it already is). This will be compounded by the increased competition from MegaMile that is proposed.	Concerned about the loss of the Mitcham Shopping Centre with the proposals outlined in the draft plan. [72]	Theme 1, Precinct 2 & Theme 3, Key Site 6	The structure plan provides for appropriate residential and retail development and allows for the opening up of the entrance to Coles. No change.
[072]	1	5	14	113	Main problem with Mitcham is it is spread out and divided by six lane highway. Thus parking and crossing the roads are the main concern.	Main concerns with Mitcham are parking and the crossing of Mitcham Road. [72]	Theme 4, Car parking	The structure plan proposes the provision of additional parking at the station and no loss of parking adjoining Coles. Appropriate traffic and parking provision will need to be addressed for all future development applications. No change.
[073]	1	10	29	135	Keep this to 2 storeys (in line with everything else).	Supports shop top housing with a maximum height of 2 storeys. [73]	Theme 3, Density General comments	Note support for shop top housing and that the structure plan proposes three levels in Mitcham and four in Nunawading, which is respectful of the existing built form and topography.

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[073]	1	10	21	135	Keep to native trees, preferably endemic to area	Supports use of native plants in landscaping. [73]	Theme 2, Landscaping	Note support for use of indigenous vegetation.
[073]	1	5	13	107	Supports single storey housing around car park	Supports housing around multideck car park in Mitcham subject to it being single storey. [73]	Theme 3, Key Site 6	Note comment and that there is a need to provide for additional housing in suitable locations close to services. Note housing on northern and western sides of the multi-deck car park has been deleted.
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[073]	1	5	14	111	No multi storey eyesore. 2/3 storeys maximum	Additional multideck car parks to a maximum of 2 or 3 storeys. [73]	Theme 3, Key Site 7	Note the support for additional parking and that around Mitcham station it should be 2 levels.
[073]	1	5	12	Whitehorse Road	Restrict high density housing. Already have too much traffic roads & intersections overcrowded & often dangerous.	Seeks to restrict high density housing to minimise vehicle movement increases. [73]	Theme 3, Density General comments	The structure plan proposes higher density development within activity centres and around public transport nodes to provide for more efficient use of these facilities and reduce reliance on motor vehicles.
[073]	1	8	25	100	Concerned that option 3 allows possibility of high density housing in the future.	Concerned that option 3 allows possibility of high density housing. [73]	Theme 3, Key Site 3	Note comment and adopt Option 2 for the brickworks site, which provides two storey housing adjoining the residential area.
[073]	1	8	13	100	Options 1 or 2 OK as Option 3 leaves open possibility of high density housing later. Options 1 or 2 should be 2 storey maximum with car parking and trees for landscaping.	Supports Options 1 and 2 for the brickworks site with a two storey maximum height limit. [73]	Theme 3, Key Site 3	Note comment and adoption of Option 2, with additional open space around the chimney, as part of the structure plan.

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[073]	1	8	14	104	Doesn't support closure of service road - need the parking, etc and provides room for Sunday Market.	Does not support closure of service road in front of civic centre. [73]	Theme 4, Traffic	Note comment. No change.
[074]	1	10	36	135	The whole plan does not fit with resident wishes.	Considers plan not consistent with resident's wishes. [74]	Theme 1, General comments	Note comment.
[074]	1	5	14	105	Proposal for area around supermarket is very cluttered and housing looks to be very small which means that there is likely to be insufficient car parking	Concerned about clutter around the Coles supermarket and the size of the proposed housing. [74]	Theme 1, Precinct 2 & Theme 3, Key Site 6	The structure plan seeks to open up the entry to Coles and provide more activity within the centre by providing additional housing close to the services.
						Concerned about sufficiency of parking. [74]	Theme 3, Key Site 6	The structure plan seeks to provide sufficient parking and to also reduce reliance on the use of motor vehicles.
[075]	1	5	28	105	Mitcham Coles has poor variety compared to supermarkets in other locations so people prefer to go elsewhere.	Inadequate variety of goods at the Coles supermarket. [75]	Theme 3, Key Site 6	Note comment and that this is a matter for Coles to address.
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[075]	1	5	14	105	Don't want to lose current car parking in Britannia St or Mitcham Rd side of Coles as this is easier for elderly people to use.	Seeks to retain current car parking provision. [75]	Theme 3, Key Site 6	The structure plan seeks to provide for additional housing without loss of parking.
[075]	1	5	14	107	Doesn't want housing around car park. Will make less friendly. Less likely to shop there if this happens.	Does not support housing around the multideck car park. [75]	Theme 3, Key Site 6	Note comment and that there is a need to provide for additional housing in suitable locations close to services. Note that the housing on the western and northern sides of the multi-deck car park have been deleted.
[075]	1	5	26	114	Public transport should be easier	Seeks improvement in public transport. [75]	Theme 4, Public transport	Note comment and that advocacy for improvements in public transport could be addressed in the implementation of the structure plan.
[075]	1	5	28	115	No banks or post office on north side (elderly find it difficult crossing road)	Seeks the provision of banks and other services on the north side of Whitehorse Road. [75]	Theme 1, Precinct 2	Note comment and that this is beyond the scope of the structure plan.
[075]	1	5	36	115	Would like to see Mitcham busier but due to competition from other centres does not see this happening. Plan will just result in empty shops.	Supports Mitcham being busier but does not think plan will achieve this just additional vacant shops. [75]	Theme 1, Precinct 2 & Theme 3, Key Site 6	Note comment and that the structure plan is a long term plan for the centres and will be implemented over a 10 to 15 year time frame.
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[076]	1	10	21	135	Landscaping should be with native plants (disappointed with the replanting in Box Hill with exotics)	Supports use of native plants in landscaping. [76]	Theme 2, Landscaping	Note comment.

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[076]	1	10	38	123	Against sale of council owned land for residences as community land is rarely reclaimed. Community needs to keep these spaces for recreation.	Suggests some balance, including provision of a link between Nunawading and Blackburn Lake, to retain some open space. [76]	Theme 2, Parks and open space	Provision of open space will be guided through the development of the Whitehorse Open Space Strategy (WOSS). The development of the WOSS has been informed by the development of the structure plan and vice versa.
[076]	1	8	32	123	Traffic congestion & transport needs to be dealt with to ensure planning for the future of the area is OK	Concern about traffic. [76]	Theme 4, Traffic	The structure plan seeks to reduce the reliance on the use of motor vehicles and promote the use of alternative transport modes to reduce traffic.
						Overall support for Nunawading proposals as overdue. [76]	Theme 1, General Comments	Note support. No change
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[076]	1	8	38	123	Seeks upgrade of community facilities - Nunawading has been overlooked in the past. Nunawading tolerates all manner of traffic every day with little investment in community infrastructure.	Seeks more facilities for the local community in Nunawading. [76]	Theme 2, A Functional Community network	The structure plan contains objectives to enhance the quality and amenity of services and improve accessibility to community services.
[076]	1	8	18	123	Seeks provision of a bike path between Nunawading and Blackburn Lake.	Seeks provision of a bike path between Nunawading and Blackburn Lake. [76]	Theme 4, Walking & cycling	Provision of open space will be guided through the development of the Whitehorse Open Space Strategy (WOSS). The development of the WOSS has been informed by the development of the structure plan and vice versa.
[076]	1	8	25	123	When planning community spaces they need to have appeal to people. Can be as simple as having open space and trees.	Seeks provision of open space. [76]	Theme 2, Parks and open space	Provision of open space will be guided through the development of the Whitehorse Open Space Strategy (WOSS). The development of the WOSS has been informed by the development of the structure plan and vice versa.
[076]	1	8	31	123	Supports a small supermarket with accessible parking from Springvale Road.	Supports a small supermarket with accessible parking. [76]	Theme 1, Nunawading Preferred supermarket location	Note support for supermarket.
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[076]	1	8	36	123	The plans are on the right track to provide a beautiful, energetic, friendly environment for residents.	The plans are on the right track to provide a beautiful, energetic, friendly environment for residents. [76]	Theme 1, General comments	Note comment.

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[076]	1	8	38	123	Please ensure local community/residents needs are considered equal to or above commercial interests as residents have to live with the outcomes every day.	Seeks a beautiful and friendly environment for residents [76]	Theme 1, Precinct 1	The structure plan seeks to provide a framework for the appropriate development of the centre to retain a beautiful environment.
						Concerned about the future of Nunawading despite the attraction of the MegaMile. [76]	Theme 1, Precinct 1	Note concern and that the structure plan seeks to enhance the Nunawading Shopping Centre.
[076]	1	8	38	124	Nunawading shopping area needs a major overhaul. Currently poorly designed.	Seeks a major overhaul of the Nunawading Shopping Centre. [76]	Theme 1, Precinct 1	The structure plan seeks to enhance the retail area of Nunawading including the provision of a supermarket.
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[076]	1	8	12	127	Concerned about ratio of residential/commercial mix. Don't think that residential should be mixed with commercial. Don't think it will work for residents. Silver grove is next door to concrete plant.	Concerned about residential and commercial development mix around Silver Grove. [76]	Theme 3, Density General comments & Theme 3, Key Site 2	The structure plan proposes to provide more activity around the reserve to improve the safety of users of the centre.
[076]	1	8	25	127	Against sale of council owned land for commercial & residences. This is the wrong place for residential. Would accept sale if equivalent amount of land was purchased from the 7th Day Adventist camp ground or some other site for recreational use.	Does not support residential or commercial uses on Silver Grove land unless equivalent open space area provided elsewhere. [76]	Theme 2, Parks and open space	The structure plan proposes to upgrade buildings on the reserve and to provide for more activity around the reserve without loss of open space within Nunawading.
[076]	1	8	21	127	Established trees along rail line should remain	Supports retention of vegetation along railway line. [76]	Theme 2, Landscaping	Note comment.
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[076]	1	8	20	127	Would like more information about noise making activities in Varman Crt.	Would like more information about noise making activities in Varman Crt. [76]	Theme 1, General comments	Note comment and provide information.

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[076]	1	8	13	126	Not enough space for 3 - 4 level buildings - will create wind tunnel and with traffic make area even worse environment.	Concern about the proposed heights of buildings along Springvale Road. [76]	Theme 3, Built form General comments	The structure plan proposes higher building forms on key sites or main roads to protect adjoining residential areas. It proposes a maximum of 4 storeys unless grade separation occurs.
[077]	1	8	13	123	Don't agree with height limits proposed for Silver Grove or Springvale Road. If grade separation occurs, more likely to accept.	Does not support proposed heights in Silver Grove and Springvale Road unless railway crossing is grade separated. [77]	Theme 3, Key Site 2	The structure plan proposes higher building forms on key sites or main roads to protect adjoining residential areas. Grade separation is being addressed as part of a separate study. It proposes a maximum of 4 storeys unless grade separation occurs.
[077]	1	8	28	124	Should redevelop retail area opposite Nunawading Station. It is a planning disgrace.	The retail area opposite the Nunawading railway station should be redeveloped. [77]	Theme 1, Precinct 1	The structure plan seeks to enhance the retail area of Nunawading including the provision of a supermarket.
[077]	1	8	31	126	Supports supermarket	Supports supermarket in Nunawading. [77]	Theme 1, Nunawading Preferred supermarket location	Note support for supermarket.
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[078]	1	10	14	135	Car parks are ugly and single use. Construction of more should be avoided.	Additional car parks are ugly and should not have money spent on them. [78]	Theme 4, Car parking	Note comment and that structure plan is seeking to reduce reliance on motor vehicles and therefore need for parking.
[078]	1	10	31	135	Large supermarkets are unsafe after hours as they don't include any residential development	Concern about large supermarkets as they create unsafe areas after opening hours, without residential uses. [78]	Theme 1, Nunawading Preferred supermarket location	Note comment and that structure plan seeks to provide additional housing within activity centres to improve their safety and to increase activity.

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[078]	1	10	25	135	Green areas should be cherished & preserved on private & public land. Development controls should ensure this.	Need to cherish existing green space and to obtain green space on any development site prior to development occurring. [78]	Theme 2, Parks and open space	The structure plan contains objectives (5.3.4 refers) to identify opportunities for additional open space and improving open space. Council has also developed an open space strategy, which will provide a framework for the provision of open space within the study area and across the municipality.
[078]	1	10	20	135	Tilt slab construction is ugly. Doesn't make for quality living	Opposes tilt slab buildings as ugly. [78]	Theme 3, Built form general comments	Note comment and address as part of any development application.
[078]	1	10	17	135	Planning should be undertaken in partnership with Federal and State Governments.	Planning should be undertaken in partnership with Federal and State Governments. [78]	Theme 5, Viable Partnerships	Note comment and that the structure plan is developed within both State and local planning policies.
[078]	1	10	36	135	Draft structure plan includes proposals that are not really improvements to the area.	Proposed development does not improve the area. [78]	Theme 1, General comments	The structure plan seeks to provide a framework for the long term appropriate development of the centre.
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[078]	1	10	38	135	Should get planning ideas from Europe rather than America as they are better at village type developments.	Seek planning ideas from Europe. [78]	Theme 6, Sustainable development	Note comment.
[078]	1	10	12	122	Mixed use development around stations is good as it provides 24 hour security.	Supports mixed use developments around stations. [78]	Theme 1, General comments	Note comment and that the structure plan has objectives to provide a broad range of uses adjoining stations.

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[078]	1	8	38	100	Should not assume that brickworks should go and be replaced by more ugly buildings.	Concern to retain land for local production. [78]	Theme 1, General comments	Note comment.
[078]	1	8	Cycle paths	117	An opportunity was lost with the Home HQ development to properly develop the link across the rail line.	The opportunity to improve accessibility for pedestrians and cyclists from Norcal Road to the Civic Centre has been lost with the Home HQ development. [78]	Theme 4, Walking & cycling	Note comment and that the structure plan proposes a direct link from Norcal Road to the Civic Centre. Pedestrian access is also proposed through the north-south link from the railway station to Whitehorse Road. These are adequate pedestrian links.
[079]	1	10	17	135	Such a large study area has made it hard to decipher everything in the plans.	Concerned about the level of information in plans. [79]	Theme 1, General comments	The structure plan covers two activity centres, which have been dealt with as three separate precincts to provide an appropriate framework for each part of the study area.
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[079]	1	10	25	135	All open space should be identified. Plans continue to fail to identify area next to 601 Whitehorse Rd.	Identify all open space areas including the site next to 601 Whitehorse Road. [79]	Theme 2, Parks and open space	Note comment and ensure all open space areas are shown on the plans.
[079]	1	10	38	135	Why doesn't Council state which Council owned sites will be used for affordable housing?	Seeks an understanding of what sites other than Mitcham car park will be used for affordable housing. [79]	Theme 3, Density general comments	The affordable housing proposed around the multi-deck car park in Mitcham has been deleted with alternative locations proposed around Mitcham Station in addition to Silver Grove, Nunawading.

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[079]	1	10	38	136	What does rezoning land from Industrial 1 to 3 entail?	Concerned about the rezoning of land from Industrial 1 to Industrial 3. [79]	Theme 1, Precinct 3	The proposed rezoning reflects the existing uses in the area north of the railway and adjoining Rooks Road. Industrial 3 is a zone to provide a buffer between significant industrial uses in the Industrial 1 Zone and more sensitive uses such as residential. It is an appropriate zone for the area. No change.
[079]	1	4	34	136	Boundary of Megamile should be Rooks Rd. MegaMile should be bounded by the suburb of Nunawading - east & west.	The eastern boundary of the MegaMile should be Rooks Road. [79]	Theme 1, Precinct 3	Note and ensure this is identified on the plan.
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[079]	1	4	13	Whitehorse Road	If Whitehorse Rd is to be a "boulevard" then heights on both sides should have some balance.	Seeks to have heights on the north and south side of Whitehorse Road, east of Rooks Road to be in balance. [79]	Theme 3, Key Site 5	The proposed heights on the north and south side of Whitehorse Road reflect the fact that the north side will be retained for residential development and that the south side can have a higher built form given its relationship to the railway, industrial uses and a car park. No change.
[079]	1	5	13	106	Columbo St site - 4 storeys but can step up to 6 with buffer for St Johns	Seeks a four storey limit and buffer (such as an entry/exit area adjoining St Johns) and then a step up to 6 storeys. [79]	Theme 3, Key Site 7	Note comment and that the structure plan provides for height limits of 2 storeys adjoining the school with higher built form to the east with 6 storeys in the north-east corner.

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[079]	1	5	14	107	Plan to reduce parking & introduce perimeter housing is opposed.	Concerned about loss of car parking from multideck car park in Mitcham if housing and retail development is allowed on its perimeter. [79]	Theme 3, Key Site 6	The structure plan proposes housing around the multi-deck car park with no loss of parking. This needs to be clarified on the plans.
[079]	1	5	32	107	Re-opening of Edward St will re-establish it as a rat run. This was the reason it was closed in the 1980s.	No support for reopening Edward Street or two storey dwellings in Edward Street. [79]	Theme 3, Key Site 6	Note and ensure that it is clear that Edward Street is not being reopened. Multi level buildings are required to screen the car park from the adjoining residential area.
[079]	1	5	12	114		The increase in housing should occur through the redevelopment of available property. [79]	Theme 3, Density general comments	The structure plan provides a planning framework for the appropriate development of the centres. Redevelopment options can then be taken up by developers as required.
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[079]	1	5	12	114	Cramming so much potential housing into Mitcham Neighbourhood Activity Centre is inappropriate. Increase in housing should come from the redevelopment of available property.	Does not support the cramming of additional housing in the Mitcham Neighbourhood Activity Centre. [79]	Theme 3, Key Site 6	The structure plan provides for additional housing within activity centres to provide for more efficient use of facilities and to protect more sensitive residential areas such as the Walker Estate.

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[079]	1	5	13	110	Strongly disagree with heights proposed for Hotel. 2 storey edge moving to 4 is appropriate but even this is much higher than its neighbours and distorts neighbourhood.	Supports two storey perimeter height and 4 storeys in the centre for the hotel. [79]	Theme 3, Key Site 7	Note comment and allow for 2 storeys on the frontages, 4 then 5 storeys in the centre of the hotel site.
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[079]	1	5	28	115	Many retail sites in Mitcham have become service/commercial sites. This calls into question whether extra retail sites will be viable. Why would Council issue permits for retail to be used for other purposes?	Concerned that additional retail proposed in the plan will be unviable. [79]	Theme 3, Key Site 6	The structure plan provides a development framework the viability of uses is a matter for future operators.

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[079]	1	5	13	115	Cannot understand how multi storey buildings can be accommodated & keep shopping centre's open/visual environment which is what distinguishes strip shopping centres.	The information on the plans for the draft proposals in Enterprise Way is unclear and there is a need to retain the openness of shopping centres. [79]	Theme 3, Key Site 6	The structure plan seeks to open up the entry to Coles and provide more activity within the centre by providing additional housing close to the services.
[080]	3	10	25	135	All higher density developments should have some open space within easy reach of them.	Higher density areas should have open space accessible to them. [80]	Theme 3, Density general comments	The structure plan contains objectives (5.3.4 refers) to identify opportunities for additional open space and improving open space. Council has also developed an open space strategy, which will provide a framework for the provision of open space within the study area and across the municipality.
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[080]	3	8	25	123	Area bounded by Whitehorse, Mitcham, Canterbury & Springvale Rds has less open space than other areas of similar size in municipality therefore the opportunity of including an appreciable area of open space should occur.	Seeks the inclusion of an appreciable area of open space in the plan. [80]	Theme 2, Parks and open space	The structure plan with the adoption of Option 2 provides of 15% open space on the brickworks site.

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[080]	3	8	25	100	Recommends all of brickworks site as open space. Failing this suggests southern end of site is best as it is closer to other land such as pipe track.	Supports Option 3 and the opportunity to obtain open space on the brickworks site though suggests that the southern rather than the northern half be purchased. [80]	Theme 3, Key Site 3	Note comment and that Option 2 should be adopted to provide an incentive for the redevelopment of the site and noting that the property is not for sale.
[081]	3	5	32	107	Increase in traffic in Edward St could impact on the safety of the Church congregation	Concerned the impact of the increase in traffic in Edward Street. This increase in traffic will occur with additional dwellings and changes in the multideck car park. [81]	Theme 4, Traffic	Clarify that Edward Street is not being reopened.
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[081]	3	5	14	107	Moving entrance ramp to car park will further increase the incline on the ramp which will be a disincentive to use the car park.	Concerns about the redevelopment around the multideck car park and that it will not achieve an increase in surveillance and open up the Coles area. Concerns about loss of parking and the need to provide playgrounds for future residents. [81]	Theme 3, Key Site 6	The objective of the structure plan is to increase activity within the centre by introducing additional residents and opening up the entry to Coles without loss of car parking.
[081]	3	5	12	107	Need clarification on type of housing that will be provided around car park - levels, where garages will be, etc.	Concerns about the type of housing proposed, its height and loss of parking. [81]	Theme 3, Key Site 6	The structure plan proposes generally two levels of development with some levels around Coles and the car park with the provision of additional decking for the car park behind the housing so there is no loss of car parking. The proposed housing on the northern and western sides is to be deleted.

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[081]	3	5	12	114	Density of development will change centre's community character and will not create the village atmosphere Council is encouraging.	Concerns about the density of development around Mitcham and the potential for the loss of the village character. [81]	Theme 3, Key Site 6	The structure plan seeks to provide a framework for the appropriate development of the centres and enhance their viability.
[082]	1	4	34	Whitehorse Road	Boundary of Megamile should be Rooks Rd.	The boundary of MegaMile should be Rooks Road. [82]	Theme 1, Precinct 3	Note comment and ensure the plan indicates the boundary is at Rooks Road.
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[082]	1	5	14	105	Already inadequate car parking in Mitcham. Cannot support removing parking on eastern or western side of Coles as this would only exacerbate the current problem.	Does not support any loss of parking on either eastern or western side of Coles. [82]	Theme 4, Car parking	The structure plan seeks to ensure there is no loss of parking on the multi-deck car park and the plan will be amended to identify that the eastern side of Coles is to be developed in conjunction with the Coles site.
[082]	1	5	32	107	Cannot support opening of Edward St and recreation of a rat run through Edward St & Victoria Ave.	Concerned about rat running with reopening of Edward Street. [82]	Theme 4, Traffic	Amend the plan to clearly show that Edward Street remains closed.
[082]	1	5	14	114	Any increase in capacity of a site (building height/density) requires additional car parking.	Additional development requires additional car parking. [82]	Theme 4, Car parking	The structure plan seeks to reduce reliance on motor vehicles and therefore reduce parking requirements. The assessment of new developments will require the provision of appropriate car parking.

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[082]	1	5	13	114	Increasing building heights in Mitcham will increase congestion and not remove need for cars.	Concerned that additional housing and building height will increase congestion and not remove the need for cars. [82]	Theme 3, Density general comments	The structure plan seeks to reduce reliance on motor vehicles and therefore reduce parking requirements and promote the use of public transport and walking by locating housing close to retail and transport facilities.
[082]	1	5	13	114	Supports 3 storeys for Mitcham with 4 on some strategic sites such as Mitcham Hotel with setback. Car parking needs to be included.	Supports three storeys predominantly in Mitcham with four, with setbacks, on strategic sites such as the Mitcham Hotel. [82]	Theme 3, Built Form general comments	The structure plan provides for four storeys generally with 5-6 within key sites. No change.
[082]	1	5	14	111	Proposal indicates car park access via Benares St. This is major concern due to traffic flow. All traffic for car park should be via Mitcham Rd or at the very least, the lower portion of Calcutta St.	Seeks to ensure that access to the additional parking in residential areas is from Mitcham Road directly or lower end of Calcutta St. [82]	Theme 3, Key Site 7	The implementation plan will need to address the development of traffic management plans. The plan has been amended to show all access to the car park from Mitcham Road.
[082]	1	5	14	111	Multi deck car park would need to be lower scale so as to not overshadow the new residences in Calcutta St.	Seeks to ensure that the height of the multideck car park does not overshadow land on the south side of Calcutta Street. [82]	Theme 3, Key Site 7	Amend the structure plan to provide two levels of housing and car parking on the south side of the railway line to minimise shadowing impacts.

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[082]	1	5	38	111	Supports housing on the VicTrack land at Mitcham station as it would enhance Calcutta St as a residential street.	Supports housing on the VicTrack land at Mitcham station. [82]	Theme 3, Precinct 7	Note support for housing on the VicTrack land.
[082]	1	5	38	136	Suggests swapping the Council car park at the end of Brunswick Road for the VicTrack land on the northern side of the railway.	Suggests swapping the Council car park at the end of Brunswick Road for the VicTrack land on the northern side of the railway. [82]	Theme 4, Car parking	Modify structure plan to provide commuter parking on Site 4 (Mitcham)-Plan 13 Key Sites 2 and 3 refers. Provide a Council parking facility on Site 3 on this plan, which provides parking adjacent to the shopping centre. Sites 2-5 are to be considered concurrently.
[082]	1	5	33	129	Seeks extension of the SLO on the south side of the railway line.	Seeks extension of the SLO on the south side of the railway line. [82]	Theme 2, Landscaping	This is matter outside the structure plan and part of any review of the Whitehorse Planning Scheme.
[083]	3	10	17	135	Commended Council on Edition 3 of bulletin which contained a clear message of importance to the residents of Mitcham	Commends Council on Edition 3 of the bulletin. [83]	Theme 1, General comments	Note comment.

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[083]	3	10	17	135	Many people found it difficult to conceive and understand aspects of draft structure plan such as the anticipated heights of buildings and the concept of affordable housing in a laneway in the heart of the Mitcham shopping precinct.	Concern about information, including heights in the draft plan. [83]	Theme 3, Built form general comments	Note comment and ensure final plan has clear information on heights perhaps including diagrams/sketches.
[083]	3	10	17	135	Size of structure plan makes it difficult to take in breadth of the issues involved.	Concerned about the size of the structure plan. [83]	Theme 1, General comments	The structure plan covers two activity centres, which have been dealt with as three separate precincts to provide an appropriate framework for each part of the study area.
[083]	3	10	17	135	Requests use of the full title for the study area at all times.	Requests use of the full title for the study area at all times. [83]	Theme 1, General comments	Note comment and ensure full title is used all the time.
[083]	3	10	17	135	Seeks the clear demarcation of each centre in the final plan.	Seeks the clear demarcation of each centre in the final plan. [83]	Theme 1, General comments	Note comment and provide clear demarcation of Precincts.
[083]	3	4	34	Whitehorse Road	Boundary of MegaMile should be "at the very least" Rooks Road - no further east.	Seeks to ensure the eastern boundary of the MegaMile is Rooks Road. [83]	Theme 1, Precinct 3	Note comment and identify the boundary is at Rooks Road.
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[083]	3	5	14	105	Don't want to lose current car parking in Britannia St or Mitcham Rd side of Coles as this is would disadvantage traders.	Concerned about loss of shopper car parking around Coles and increase in congestion from additional development. [83]	Theme 4, Car parking	The structure plan seeks to provide additional housing without loss of parking and to promote use of alternative transport modes by improving access to public transport or walkability to retail facilities.
[083]	3	5	13	105	Plan does not provide a height for the Coles supermarket. This must be addressed.	Seeks a specified height limit on the Coles site. [83]	Theme 3, Built form general comments	Note comment and provide a maximum height based on 4 storeys with two storeys at the northern end adjacent to the residential area.
[083]	3	5	13	106	To prevent overshadowing, etc. buildings adjoining St Johns should have a 2 storey limit.	Seeks a two storey limit adjoining St Johns church and school. [83]	Theme 3, Key Site 7	Note comment and that structure plan provides for two storeys (residential) adjoining the school site with a landscape buffer.
[083]	3	5	13	106	For strategic sites such as Columbo St & Mitcham Hotel 4 storeys is suitable with sensible setbacks stipulated.	Supports 4 storeys on strategic sites with defined setbacks. [83]	Theme 3, Built form general comments	Note comment and retain 5-6 storeys within the centre of key sites.
[083]	3	5	32	107	Opening up Edwards St would create a rat run.	Concerned about new rat runs if Edward Street is reopened. [83]	Theme 4, Traffic	Note comment and amend the plan to clearly show that Edward Street remains closed.
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[083]	3	5	14	107	Giving up Council owned land to private developers so that a multi deck car park can be extended does not sit well	Opposes transfer of public land to private developers to allow the extension of the multi-deck car park. [83]	Theme 5, Viable Partnerships	The provision of affordable housing on the southern end of the car park can be provided in a partnership between a not for profit provider, with Council retaining ownership of the land and constructing additional car parking.
[083]	3	5	13	114	Four storey height for all of Mitcham centre would create a boxed in appearance. Only exacerbated if 6 storeys was allowed.	Concerned that four storey will create a boxed in appearance for the centre. [83]	Theme 3, Built form general comments	The structure plan proposes the 4 storey element for the centre located around the centre and retaining the low scale two and three storey on the north side. The width of Whitehorse Road will ensure that the appearance of the centre will not be boxed in.
[083]	3	5	14	111	If 15 metre car park is planned it should be at western end of existing car park adjoining industrial land. Not appropriate any further east than Simla St. due to overshadowing.	Seeks that the proposed 15 metre high multideck car park be located adjoining the industrial area west of Simla Street. [83]	Theme 3, Key Site 7	Note comment and show the 15 metre high car park not extending east of Simla Street.
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[083]	3	5	32	111	Car park entrance at Benares St should be removed as it would create a rat run through the Walker Estate. Better entrance from Mitcham Rd or end of Calcutta St	Seeks to ensure that access to this car park be along Calcutta Street only. [83]	Theme 3, Key Site 7	Amend the plan to show access only from Mitcham Road to the railway car park.

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[083]	3	5	14	111	Height of car park south of station is excessive. Should include basement car parking to reduce height - drainage would be OK.	Suggests height of car park south of the station is excessive and suggests a design change for basement parking, drainage and access/egress [83]	Theme 3, Key Site 7	Amend the structure plan to provide two levels of housing and car parking on the south side of the railway line to minimise shadowing impacts.
[083]	3	5	13	115	Two storey most preferred height for Mitcham shopping centre with 3 storey provided it is well set back.	Supports two storey height limits generally with a third storey setback from the perimeter of sites. [83]	Theme 3, Built form general comments	Note comment and that the structure plan proposes these height limits on the northern side of Whitehorse Road and that higher elements are proposed around the railway station where impacts on residential areas will be less.
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[083]	3	5	28	115	Mitcham shopping centre requires a design that makes it more accessible to existing shops, not more shops and less car parking.	Does not support more shops and less parking in Mitcham [83]	Theme 1, Precinct 2	The structure plan seeks to enhance the Mitcham retail centre by creating more activity including more shops and residential uses and to promote use of different transport modes to reduce need for parking.

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[083]	3	5	14	113	Area on corner of Brunswick St & Mitcham Rd is currently a car park. It is identified for 3 storey development. There should be no reduction in car parking.	Concerned about loss of car parking at Brunswick and Mitcham Road intersection. [83]	Theme 4, Car parking	Modify structure plan to provide commuter parking on Site 4 (Mitcham)-Plan 13 Key Sites 2 and 3 refers. Provide a Council parking facility on Site 3 on this plan, which provides parking adjacent to the shopping centre. Sites 2-5 to be considered concurrently.
[083]	3	5	32	113	Traffic flow is already poor on Mitcham Rd around rail line. Extra development will increase congestion.	Concerned that additional development, as proposed in the draft plan, would lead to additional congestion. [83]	Theme 4, Traffic	The structure plan seeks to enhance the Mitcham retail centre by creating more activity including more shops and residential uses and to promote use of different transport modes to reduce need for parking.
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[083]	3	5	12	136	Does not support a higher density precinct between Brunswick Road and the pipe track. Loss of tree canopy already evident.	Does not support a higher density precinct between Brunswick Road and the pipe track. [83]	Theme 3, Density general comments	Note comment and retain as a natural change area provided housing is provided within the activity centre and the current two substantial change areas.

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[083]	3	5	13	129	Housing on north side of Calcutta St would seem sensible but 3 storeys is too much. Also, south side of Calcutta St should be no more than 2 storey.	Concerned about 3 storey heights in Calcutta Street and seeks 2 storey limit on the south side of Calcutta Street. [83]	Theme 3, Key Site 7	Amend the structure plan to provide two levels of housing and car parking on the south side of the railway line to minimise shadowing impacts. The south side of Calcutta Street is outside the area of the structure plan.
[083]	3	8	18	125	Cycle path along rail line is a positive but should continue along rail reserve instead of via Thornton Cres	Supports the bike trail along the railway and suggests it follow the railway to Rooks Road rather than via Thornton Crescent. [83]	Theme 4, Walking & cycling	Note comment and that the Eastern rail trail is identified in Council's Bicycle Strategy and in the structure plan.
[083]	3	8	38	100	Acknowledges potential of the brickworks site but concerned that the redevelopment of the site is in the hands of the landowner.	Acknowledges potential of the brickworks site but concerned that the redevelopment of the site is in the hands of the landowner. [83]	Theme 3, Key Site 3	The structure plan can provide a framework for the redevelopment of the site. It is recommended that Option 2 be adopted as the guide for the site.
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[084]	1	10	17	135	Plan is vast and complicated so difficult for average resident to comprehend. Needed more consultation opportunities.	Concerned about the vast nature of the draft plan. [84]	Theme 1, General comments	The structure plan covers two activity centres, which have been dealt with as three separate precincts to provide an appropriate framework for each part of the study area.
[084]	1	4	34	109	Suggests that the eastern boundary of MegaMile should be at Rooks Road.	Suggests that the eastern boundary of MegaMile should be at Rooks Road. [84]	Theme 1, Precinct 3	Note comment and amend the plan to show that Rooks Road is the eastern boundary of the MegaMile.

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[084]	1	5	13	106	Council has agreed to 4 storeys for Columbo St site but adjacent to St Johns there should be a buffer.	Supports four storey height limit on Colombo Street with a buffer to St Johns. [84]	Theme 3, Key Site 7	The structure plan provides a step down to St Johns and should retain a 6 storey element on the eastern side of the site.
[084]	1	5	32	107	Re-opening of Edward St will re-establish it as a rat run. This was the reason it was closed in the 1980s.	Concerned about the reopening of Edward Street. [84]	Theme 4, Traffic	Amend the plan to clearly show that Edward Street remains closed.
[084]	1	5	14	114	Mitcham can ill afford to lose any parking. Development around Coles will reduce parking.	Concerned about loss of car parking in Mitcham, particularly from provision of additional housing around the multideck car park. [84]	Theme 4, Car parking	The structure plan seeks to provide additional housing on the southern end of the multi-deck car park without loss of parking and to promote use of alternative transport modes by improving access to public transport or walkability to retail facilities.
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[084]	1	5	36	114	Concerned that plan may destroy the quality of life in Mitcham.	Concerned that the proposed plan will destroy the quality of life. [84]	Theme 1, General comments	The structure plan seeks to provide a framework for the appropriate development of the activity centres.
[084]	1	5	13	114	Overall limit in Mitcham should be 4 storeys.	Supports a four storey height limit in Mitcham. [84]	Theme 3, Built form general comments	Note support for four storeys, which is generally proposed on the south side of Whitehorse Road with higher elements in the centre of key sites. Lower height elements are proposed on the north side.
[084]	1	5	13	110	Hotel should be 2 storeys on edge rising to 4 storeys.	Suggests the hotel site should be two storeys rising to a maximum of four. [84]	Theme 3, Key Site 7	The structure plan shows heights from 2 storeys on the road frontages to 5 in the centre. This is reasonable and should be retained.

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[085]	1	8	12	100	50% of brickworks should be parkland with other 50% single residences per block	Supports Option 3 for the brickworks site (with a residential development option). [85]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.
[085]	1	8	18	117	Supports the link across rail line between Norcal Rd and Civic Centre.	Supports the link from Norcal Road to the civic centre. [85]	Theme 4, Walking & cycling	Note support for the Norcal Road/Civic Centre link.
[085]	1	8	18	118	Supports link from Nunawading Station to Whitehorse Rd.	Supports the link from Nunawading station to Whitehorse Road. [85]	Theme 3, Key Site 4 & Theme 4, Walking & Cycling	Note support for the north-south link from the station to Whitehorse Road.
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[085]	1	8	12	133	Existing low density residential streets in Nunawading must be kept low density and should not be earmarked for medium density redevelopments	Seeks retention of low density development in the residential streets adjoining Nunawading. [85]	Theme 3, Density general comments	The areas outside of the activity centre and key sites such as the brickworks could be included as natural change provided sufficient housing can be provided within the centre and these sites.
[085]	1	8	13	127	4 storeys is acceptable in Silver Grove provided this does not lead to later justification for this height in other neighbouring areas.	Supports building heights of 4 storeys in this area to ensure that surrounding streets are protected from inappropriate development in the future. [85]	Theme 3, Key Site 2	Note comment and support for principle of higher development within centres while protecting adjoining residential areas.

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[085]	1	8	38	127	Supports plans for Silver Grove as area is already high density commercial.	Supports the proposed redevelopment plans around the Nunawading Community Centre. [85]	Theme 3, Key Site 2	Note support for the structure plan options around Silver Grove.
[085]	1	8	38	127	Supports retention of community facilities in Silver Grove.	Supports retention of community facilities in Silver Grove. [85]	Theme 2, A Functional Community network	Note support for the structure plan options around Silver Grove.
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[086]	1	5	13	114	Mitcham is highest point in eastern suburbs. 20 metre height limits are too high for the landscape and neighbourhood centre.	Concerned about 20 metre height limit for Mitcham. [86]	Theme 3, Built Form general comments	The 20 metre limit is for the centre of key sites such as the hotel site. It is generally a 4 storey limit.
[086]	1	5	14	111	Concerned that because of topographic differences between the station and Calcutta Street that height of car park will be higher than 15 metres.	Concerned that because of topographic differences between the station and Calcutta Street that height will be higher than 15 metres. [86]	Theme 3, Key Site 7	Amend the structure plan to provide two levels of housing and car parking on the south side of the railway line to minimise shadowing impacts.
[086]	1	5	14	111	Poor planning to place housing along side a 15 metre high car park development	Does not support housing beside a 15 metre high car park. [86]	Theme 3, Key Site 7	Note comment. The housing provides screening of the car park and activity to improve the safety of the station environs. Retain and no change.

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[086]	1	5	38	111	Seeks that access to the station car park be along Calcutta Street from Mitcham Road.	Seeks that access to the station car park be along Calcutta Street from Mitcham Road. [86]	Theme 3, Key Site 7	Amend the plan to show access to the car park from Mitcham Road only.
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[086]	1	5	21	129	Should be a 5 metre wide avenue of tall trees between the Walker Estate and the car park development	Seeks a 5 metre wide avenue of trees between the Mitcham station car park and the Walker Estate. [86]	Theme 2, Landscaping	Amend the plan to provide for a landscaping strip along Calcutta Street.
[087]	1	10	36	135	Supports key elements of plan subject to building height reductions (4 storey), boundary of Megamile being Rooks Rd & residential development not go ahead around Coles car park (items addressed separately elsewhere)	Supports maintenance of the key elements of the draft plan subject to specific issues addressed under separate headings below. [87]	Theme 1, General comments	Note comment and general support.
[087]	1	10	20	135	Supports key principles in draft Vision, in particular sustainable transport & green linkages	Supports the key principles of the plan relating to Sustainable Transport and Green Linkages. [87]	Theme 4, Public transport	Note support. No change
[087]	1	4	34	109	East boundary of Megamile be Rooks Road	Rooks Road being the eastern boundary of the MegaMile. [87]	Theme 1, Precinct 3	Note and amend plan to show that Rooks Road is the eastern boundary of MegaMile.

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[087]	1	5	23	107	No residential building around the multi deck car park near Coles nor in adjacent streets..	No additional housing around the multideck car park in Mitcham. [87]	Theme 3, Key Site 6	The structure plan seeks to provide additional housing at the southern end of the car park without loss of parking and to promote use of alternative transport modes by improving access to public transport or walkability to retail facilities.
[087]	1	5	13	114	Building Height should be limited to 4 storeys	A 4 storey height limit in Mitcham. [87]	Theme 3, Built form general comments	Note support for four storeys, which is generally proposed on the south side of Whitehorse Road with higher elements in the centre of key sites. Lower height elements are proposed on the north side.
[087]	1	8	13	127	Development around Silver Grove to be limited to 4 storeys.	A four storey height limit around Silver Grove in Nunawading. [87]	Theme 3, Key Site 2	The height limit is generally 11 metres (3 storeys along the streets) with higher elements in the centre of the sites to the north and east of the reserve to minimise impacts on the reserve. No change.
[088]	1	10	12	135	Does not subscribe to higher density development unless there are persuasive circumstances for substantial change.	Does not support additional higher density development. [88]	Theme 3, Density general comments	The structure plan proposes higher density development within centres to protect adjoining residential areas from inappropriate development.
[088]	1	8	25	100	A significant proportion of brickworks site should be open space	Seeks a high proportion of the brickworks site as open space. [88]	Theme 2, Parks and open space	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.
[088]	1	8	22	120	Favour grade separation if it is economic	Supports grade separation at the Nunawading rail crossing. [88]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.

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[088]	1	8	28	124	Hesitant about redevelopment of Nunawading shopping centre (reason not given)	Hesitant about redevelopment of the Nunawading Shopping Centre. [88]	Theme 1, Nunawading Preferred supermarket location	Note comment and that structure plan seeks to provide additional facilities such as a supermarket to enhance the shopping centre.
[088]	1	8	38	127	Supports improvement in community facilities.	Supports the improvement of community facilities. [88]	Theme 2, A Functional Community network	Note support for the improvement of facilities.
[089]	1	10	13	135	Against 4 - 6 storeys, 2 - 3 storeys is appropriate.	Concerned about 4 to 6 storey heights in Mitcham and Nunawading and supports 2 to 3 storey height limits. [89]	Theme 3, Built form general comments	The structure plan proposes higher density development within centres to protect adjoining residential areas from inappropriate development.
[089]	1	10	20	135	Buildings should blend into the environment	Seeks additional landscaping within developments. [89]	Theme 2, Landscaping	The structure plan proposes higher building forms to make more efficient use of sites and to provide for landscaping and open space areas at ground level.
[089]	1	4	32	126	Intersection of Whitehorse Rd & Springvale Rd is very congested. Plans need to take this into consideration	Concerned about the increase in congestion at Springvale and Whitehorse Road intersection. [89]	Theme 4, Traffic	The structure plan seeks to reduce congestion through the promotion of other modes of public transport by location development around stations and improved retail facilities.
[089]	1	8	20	135	Village atmosphere should be retained.	Seeks to ensure that the village atmosphere of Nunawading and Mitcham is retained. [89]	Theme 1, General comments	The structure plan seeks to retain the village feel and to provide housing within the centres to create activity.
[090]	2	8	18	118	Doesn't consider there is a need for a pedestrian link north of the rail station.	Do not consider that there is evidence for the need for the pedestrian link. [90]	Theme 3, Key Site 4	The north-south link provides a direct, at grade link from the station to Whitehorse Road and separates pedestrians from vehicles. Retain.

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[090]	2	8	18	118	Trade offs for allowing a pedestrian link on NADRASCA land north rail station are of no value to them	Do not consider tradeoffs relating to urban improvements, height offsets, development potential and scale and use of the property are relevant to the organisation. [90]	Theme 3, Key Site 4	Note comment.
[090]	2	8	18	118	Does not support loss of private land to develop a pedestrian/vehicle link north of the railway station	Does not support loss of land on the eastern and western sides of the site at 57 Walker Street, Nunawading for pedestrian/vehicle links. [90]	Theme 3, Key Site 4	Note comment and amend the plan to only provide for the pedestrian link on the eastern side of the site.
[090]	2	8	18	118	Supports further discussion including use of northern carriageway for parking, widening of Erikson Way.	Supports further discussion including use of northern carriageway for parking, widening of Erikson Way. [90]	Theme 3, Key Site 4	Note comment.
[090]	2	8	32	130	Supports continuation of Wood Street road closure in its present form.	Seeks retention of the current road closure in Wood Street. [90]	Theme 4, Traffic	Note comment and clearly show the road closure is retained.
[091]	3	8	32	136	Rooks Rd is already a "traffic sewer" and the Activity Centre proposals are likely to increase traffic on Rooks Road.	Concerned about increase in traffic in Rooks Road. [91]	Theme 4, Traffic	The structure plan seeks to reduce reliance on motor vehicles and promote use of alternative transport modes to reduce congestion.
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[091]	3	8	32	136	Streetscape review should look at ways of impeding traffic in the area bounded by the proposed recreational trail (are areas outside the draft structure plan's coverage).	Seeks priority to streetscape review to impede traffic through the residential area. [91]	Theme 4, Traffic	Note comment and that there is a need to develop a traffic management plan as part of the implementation of the structure plan.
[091]	3	8	18	136	Pathways used by Eastbridge Crt residents to gain access to Smart bus and other areas such as pipe track are in poor condition and need to be made safer	Seeks retention and improvement of pedestrian access by residents to local neighbourhood services and facilities including as part of any redevelopment of the former brickworks site. [91]	Theme 4, Walking & cycling & Theme 3, Key Site 3	Note comment and that structure plan seeks to improve pedestrian and cycling links through the brickworks site to Nunawading and the Civic centre.
[091]	3	8	18	136	Need upgrade of cycling & pedestrian routes along Rooks Rd to Whitehorse Road.	Supports improved pedestrian and cycling access and safety along Rooks Road. [91]	Theme 4, Walking & cycling	Note supporting comments.
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[092]	1	5	38	111	Does not support housing next to a railway line due to the cost of noise attenuation, loss of sunlight and south facing habitation. This is not sustainable design.	Does not support housing next to a railway line due to the cost of noise attenuation, loss of sunlight and south facing habitation. This is not sustainable design. [92]	Theme 3, Key Site 7	The noise from housing is attenuated by the multi-deck car park and could be designed to provide for appropriate daylighting.
[092]	1	5	14	111	4 storeys is too high for a car park at Mitcham, should be 2 storeys above ground and 2 below.	Seeks four level car parks with two underground. [92]	Theme 3, Key Site 7	Amend the structure plan to provide two levels of housing and car parking on the south side of the railway line to minimise shadowing impacts.
[092]	1	5	38	111	Put housing behind car park but only at 3 levels, with basement car parks.	Seeks housing at 3 levels behind the car parks, with basement car parks. [92]	Theme 3, Key Site 7	Amend the structure plan to provide two levels of housing and car parking on the south side of the railway line to minimise shadowing impacts.
[093]	1	10	38	135	Council is leaving the major infrastructure of both retail and residential development in the hands of private developers without control of the development by the Council	Concern about the provision of appropriate infrastructure and whether there is support for the plan from landowners. [93]	Theme 1, General comments	The structure plan provides a long term framework for the appropriate development of the centre. Landowners will then have the option of undertaking relevant developments or not. Infrastructure provision will need to be addressed as part of any implementation program for the plan.
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[093]	1	10	15	135	Plans appear to have been put together in a hurry without sufficient consultation with people	Concern that the proposed plan and its ideals are without foundation. [93]	Theme 1, General Comments	The structure plan is about providing an appropriate framework for the development of the activity centres and providing direction for the assessment of applications.

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[093]	1	10	15	135	Welcomes the opportunity for the community to have a say in the structure plan.	Supports involvement of the community in development of the structure plan. [93]	Theme 5, Viable Partnerships	Note support for consultation program.
[093]	1	10	38	135	There is conflict between State Government & Local Councils regarding "targets" for residential development numbers - State now says there are no targets. This needs to be clarified.	Seeks clarification as to the population targets that are to be achieved for Melbourne 2030 and the draft plan. [93]	Theme 1, General comments	The structure plan is about providing an appropriate framework for the development of the activity centres and providing direction for the assessment of applications.
[093]	1	10	17	135	More work needs to be done and a lot more people need to be spoken with. The process has a long way to travel yet.	Considers more work is required and additional people need to be spoken to before the plan is completed. [93]	Theme 5, Viable Partnerships	The structure plan is a result of detailed work by consultants and community consultation including through members of the Working Group.
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[093]	1	10	17	135	The draft plan only shows conflicting viewpoints. Until council can manage process and has authority to reserve the space and implement plans then exercise is a waste of time.	Does not support the plan. [93]	Theme 1, General comments	Note comment.

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[093]	1	5	13	106	Columbo St site - definitely no more than 4 storeys. This site has been a mess from a planning point of view (lot said, condensed to a few words).	Does not support a 6 storey height limit on the Colombo Street site. [93]	Theme 3, Key Site 7	The 6 storey limit is only provided within the centre of key sites with the general height of 4 storeys. No change.
[093]	1	5	38	114	Ill considered to have housing on the fringes of multi-storey car parks. Should be scrapped as inappropriate.	Does not support housing on either railway or Council car park sites in Mitcham. [93]	Theme 3, Key Site 7	The provision of housing within the centre and adjoining the station provides additional activity and improves the safety of these areas.
						Questions whether the proposed mix of uses envisaged in the structure plan will be achieved. [93]	Theme 1, General comments	The structure plan is a long term planning framework with the uses being achieved over a 10 to 15 year time frame.
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[093]	1	6	38	135	Plan does not address the conflict between residential and commercial space as the plan indicates there is both competing for the same space.	Concern at loss of residential development potential on the AGFA site. [93]	Theme 1, Precinct 3	Note comment and that structure plan seeks to provide for residential development around the Nunawading and Mitcham Stations rather than on Whitehorse Road.

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[093]	1	8	38	123	Nunawading Activity Centre is a mess - divided by busiest road in Melbourne with inadequate potential for car parking. Better retail prospects within MegaMile. Area should be focussed for residential development with Nunawading Station as the hub.	Concern about conflict between retail and residential development particularly in the Nunawading Activity Centre. [93]	Theme 1, General comments	The structure plan seeks to provide for a range of uses that are accessible by pedestrians, cyclists, those using public transport and motor vehicles. This requires the provision of retail and housing uses within centres.
[093]	1					The structure plan should be feasible. [93]	Theme 5, Viable Partnerships	The structure plan provides a long term framework for the appropriate development of the centre. Landowners will then have the option of undertaking relevant developments or not.
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[094]	1	10	14	135	Doesn't appear to be enough parking for current & proposed commercial developments & rail commuters. Needs to be ample multi storey or underground parking otherwise residential amenity and commercial viability will be affected.	Seeks ample multideck car parking for commuters. [94]	Theme 4, Walking & Cycling	Note comment and that structure plan proposes additional parking at the railway station.

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[094]	1	4	18	109	Perhaps more bike-only paths should be provided (direct - not meandering.	Supports additional bike paths through MegaMile. [94]	Theme 4, Walking & Cycling	Note support for bike paths.
[094]	1	8	18	100	Potential pedestrian links through unit developments on Mt Pleasant Road, adjoining brickworks site are not accurately drawn and therefore may not be feasible.	Concerned that proposed links through unit developments are not accurate. [94]	Theme 3, Key Site 3	Note comment and ensure that links are clear and achievable.
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[094]	1	8	13	100	Residential or Residential/Parkland options preferred but single storey only when adjoining existing residential properties (these existing properties were not designed with privacy issues in mind).	Supports option 1 or a Residential/park option for brickworks with single storey buildings adjoining existing residential areas. [94]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.
[094]	1	8	22	120	Improve traffic flow by overpass or tunnel at Springvale Rd intersections with Whitehorse Road and Railway is essential. This intersection will always be busy.	Supports grade separation of railway crossing at Nunawading and Whitehorse Road intersection. [94]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.

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[095]	1	10	38	135	Disagrees with the concept of "social housing". This often means development of the slums of the future.	Does not support the provision of social housing. [95]	Theme 3, Density general comments	Note comment and that the structure plan seeks to provide a diversity of housing within activity centres.
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[095]	1	10	21	135	Seeks a balance that protects the "leafy" character of Whitehorse.	Seeks balance in the structure plan between develop at all costs and the current leafy character of the area. [95]	Theme 6, Sustainable development	The structure plan seeks to provide a framework for the appropriate development of the centres and enhance their viability.
[095]	1	10	21	135	Encourage the planting of more indigenous trees, though expansion of the MegaMile seems to have only resulted in expansion of tar & cement.	Supports use of indigenous species in landscaping areas. [95]	Theme 2, Landscaping	Note support for use of indigenous planting.
[095]	1	10	38	123	Disturbed by the "develop everywhere" theme of the draft plan. E.g. it recognises the significant barriers through Nunawading (Springvale Road & rail line) but suggests developments in all areas of Nunawading. This will just perpetuate the fragmentation of Nunawading.	Suggests the identification of sectors for development and areas for no development in Nunawading rather than everywhere on either side of the railway and Springvale Road. [95]	Theme 1, General comments	The structure plan provides an area for retail development to the south of the railway line and areas of mixed use north of the railway around Silver Grove.

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[095]	1	10	38	Whitehorse Road	Whitehorse Road should always be called Whitehorse Road, not Maroondah Highway.	Ensure Whitehorse Road is identified as Whitehorse Road. [95]	Theme 1, General comments	Note comment and ensure correct names are shown on the plans.
[095]	1	4	34	109	Rooks Rd should be the eastern boundary of the MegaMile to stop it encroaching into Mitcham.	Seeks to have Rooks Road as the eastern boundary for the MegaMile. [95]	Theme 1, Precinct 3	Note comment and make Rooks Road the eastern boundary of MegaMile.
[095]	1	5	12	114	Mitcham is a Neighbourhood Activity centre but the development proposed fails to recognise this.	Considers that the draft plan pushes to develop Mitcham as a Major Activity Centre and not as a Neighbourhood Activity Centre. [95]	Theme 1, General comments	Mitcham is a Neighbourhood Activity Centre and the structure plan seeks to provide a framework to support that status.
[095]	1	5	12	114	As per Nunawading (a develop anywhere theme) the draft should be directing development strategically. For some degree of integration development should be limited to one side of the Mitcham/Whitehorse Road intersection.	Development should be located on side of the Mitcham/Whitehorse Road intersection. [95]	Theme 3, Density general comments	The main focus of development in Mitcham is on the south side of this intersection.
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[095]	1	5	13	111	Does not support imposing multi storey buildings on the doorstep of residences (in Calcutta St) on southern side of rail station.	Does not support multideck/multistorey developments on the southern side of Mitcham railway station to improve its capacity and attractiveness. [95]	Theme 3, Key Site 7	The provision of multi-storey parking and housing on the southern side of the railway enhances activity and improves safety around the station.
[095]	1	5	14	115	Disagrees with draft plan - Parking is NOT abundant in Mitcham. It is very congested.	Considers there is insufficient car parking in Mitcham shopping centre. [95]	Theme 4, Car parking	The structure plan seeks to reduce reliance on the use of motor vehicles and promote the use of alternative means of transport to reduce congestions.
[095]	1	5	13	Whitehorse Road	Maximum height for buildings should be 4 storeys or the development will destroy the character of Mitcham	Suggests four storey maximum height limits in Mitcham. [95]	Theme 3, Built form general comments	Height limits are generally 4 storey except in key sites such as the hotel site.
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[095]	1	8	25	100	This is a unique opportunity to obtain open space adjacent to the greatest concentration of units in this city. Whitehorse Council must not let this opportunity pass. There must be a firm plan to acquire this site and develop it as OPEN SPACE	Supports purchase of the brickworks for open space. [95]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.
[095]	1	8	18	117	Commend the suggestion of a pedestrian crossing near Norcal Road.	Supports the pedestrian and bike link from Norcal Road to the Civic Centre. [95]	Theme 4, Walking & cycling	Note support for the Norcal Road/Civic Centre link.
[095]	1	8	31	123	Cannot agree to supermarket on petrol station site. Access will be poor with rail crossing as it is.	Does not support supermarket on the Fuel zone site. [95]	Theme 1, Nunawading Preferred supermarket location	Supermarket site is on the Caltex property.
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[095]	1	8	22	120	Whitehorse must push for resolution of this issue - until resolved, any planning around Nunawading can only be pipe dreams.	Seeks grade separation of railway crossing in Nunawading. [95]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
[095]	1	8	38	127	A lot needs to be done to make this centre visible to the community	Supports the increased visibility of Silver Grove. [95]	Theme 3, Key Site 2	Note support for Silver Grove options.
[096]	1	10	26	135	Council should lobby government for more public transport across all of Melbourne, especially light & heavy rail.	Supports the need for Council to advocate for more public transport across Melbourne.[96]	Theme 4, Public transport	Note support for Council's advocacy role.
[096]	1	5	12	114	Because of proximity of train station, understand need to make areas available to more people but it is making the area less desirable to live and less than peaceful.	Concerned about traffic congestion and loss of the character of Mitcham. [96]	Theme 4, Traffic	The structure plan seeks to reduce reliance on the use of motor vehicles and promote the use of alternative means of transport to reduce congestions.
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[096]	1	5	13	114	Disadvantage of living 21 km from Melbourne should be counterbalanced by smaller buildings and more open space. Against 6 storey development. Would allow 4 storeys (though comments would suggest this is grudging).	Does not support height limits greater than 4 storeys in Mitcham. [96]	Theme 3, Built form general comments	Height limits are generally 4 storey except in key sites such as the hotel site.
[096]	1	5	14	114	Against all multi-deck car parks as they are dark & confronting, especially at night. Personally avoids the one near Coles. Don't want another one such as that suggested near the Mitcham Hotel.	Does not support multideck car parks especially at the Mitcham Hotel. [96]	Theme 4, Car parking	The provision of multi-storey parking and housing on the southern side of the railway enhances activity and improves safety around the station. Note plan prefers basement/underground car parking.
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[096]	1	5	26	111	Rather than more car parking for commuters, suggests better transport of commuters to & from the station.	Seeks additional public transport to and from the station instead of additional car parking. [96]	Theme 4, Public transport	Note comment and that structure plan seeks to promote use of public transport by providing for suitable development around the station.
[097]	1	10	12	135	Only agreeable to buildings up to 4 storeys.	Supports 4 storey height limits. [97]	Theme 3, Built form general comments	Height limits are generally 4 storey except in key sites such as the hotel site.
[097]	1	8	38	135	Supports submission 103.	Supports submission 103. [97]	Theme 1, General comments	Note comment.

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[097]	1	8	18	117	All for the cycle/pedestrian link over the rail line at Norcal Rd	Supports the pedestrian link from Norcal Road to civic centre. [97]	Theme 4, Walking & Cycling	Note support for the Norcal Road/Civic Centre link.
[097]	1	8	20	124	Uniformity of signs/blinds, etc needed such as the shops in Station St, Blackburn	Seeks a uniformity of signs etc for the Nunawading shopping centre. [97]	Theme 1, General comments	Note comment and address as part of the implementation of the structure plan.
[098]	2	8	18	119	Proposed path will need to be designed to minimise the impact of anti-social activities e.g. lighting, landscaping [in an area 600mm wide!] and minimisation of graffiti.	Concern about impact of antisocial activities on the new facilities. [98]	Theme 3, Key Site 4	The proposed north-south pedestrian link will increase activity and provide enhanced access to the station.
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[098]	2	8	18	119	Pedestrian access does have the potential to conflict with MFB operations and threatens to compromise the future redevelopment of the Nunawading Fire Station (if it encroached more than 600mm into property)	Concerned that the pedestrian route will conflict with MFB operations. [98]	Theme 3, Key Site 4	The proposed link can be developed in conjunction with any redevelopment of the station to resolve this issue.
[098]	2	8	18	119	Can redesign new fire station but only if new walkway encroaches no more than 600mm into property.	Does not support any encroachment more than 600mm onto the site. [98]	Theme 3, Key Site 4	The proposed link can be developed in conjunction with any redevelopment of the station to resolve this issue.

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[098]	2	8	38	119	Notes potential to develop rear of the unused portion of their property	Notes potential to develop the rear of their site. [98]	Theme 3, Key Site 4	Note comment.
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[098]	2	8	18	119	Need to avoid conflict between vehicles and potential users of the proposed pedestrian way. Need to design a way for this to occur. This may require use of a secure gate.	Seeks a design feature of the path to avoid conflict between users of the path and fire appliances. [98]	Theme 3, Key Site 4	The proposed link can be developed in conjunction with any redevelopment of the station to resolve this issue.
[098]	2	8	18	119	For liability reasons, if the path is to occur, the Council will be required to buy the 600mm strip of land.	Seeks Council ownership of the path route. [98]	Theme 3, Key Site 4	This is a matter for negotiation and can be addressed as part of the implementation of the structure plan.
[098]	2	8	38	119	Heritage overlay on vacant site should be removed (understand it applies to the former council offices on adjacent site.	Seeks removal of the heritage overlay on the vacant site. [98]	Theme 3, Key Site 4	This is matter outside the structure plan and part of any review of the Whitehorse Planning Scheme.

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[098]	2	8	21	119	Proposed pedestrian walkway could result in the loss of 2 English Oaks that should, ideally be retained [when considered by council, these trees were considered to be of heritage value and to be retained]	Seeks retention of English Oak. [98]	Theme 3, Key Site 4	Note comment and can be addressed as part of the redevelopment of the fire station.
[098]	2	8	18	119	Seeks to have the pedestrian link from Whitehorse Road to station and the redevelopment of the fire station considered together.	Seeks to have the pedestrian link from Whitehorse Road to station and the redevelopment of the fire station considered together. [98]	Theme 3, Key Site 4 & Theme 4, Walking & Cycling	The proposed link can be developed in conjunction with any redevelopment of the station to resolve this issue.
[098]	2	8	36	119	Supports the principles underpinning strategy, such as improved pedestrian mobility within activity centres.	Supports in principle improved pedestrian mobility. [98]	Theme 4, Walking & Cycling	Note comment.
[099]	1	4	34	109	Eastern boundary of Megamile should be Rooks Road.	Seeks that the eastern boundary of the MegaMile be at Rooks Road. [99]	Theme 1, Precinct 3	Note comment and identify Rooks Road as the eastern boundary for MegaMile.

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[099]	1	5	12	105	Proposed shops along Mitcham Road are too dense.	Concern about additional housing and shops. [99]	Theme 3, Density general comments	The structure plan seeks to provide additional activity through additional housing, which will support additional shops close to public transport to reduce reliance on motor vehicles.
[099]	1	5	13	106	6 storeys is OK provided St Johns is protected	Supports 6 storeys on Colombo Street provided St Johns is protected. [99]	Theme 3, Key Site 7	Note comment and that the structure plan provides for these height limits. No change.
[099]	1	5	32	107	Edward Street closure should remain to protect residents.	Seeks retention of the road closure in Edward Street. [99]	Theme 4, Traffic	Note comment and ensure that the plan clearly shows the retention of the road closure.
[099]	1	5	14	114	Mitcham cannot afford to lose any car parking	Seeks retention of car parking. [99]	Theme 3, Key Site 6	The structure plan seeks to provide additional housing without loss of car parking.
[099]	1	5	13	110	Proposed height limits for hotel site are inappropriate.	Does not support the proposed height on the hotel site. [99]	Theme 3, Key Site 7	The structure plan proposes height limits of generally between 2 and 4 storeys, except in the centre of key sites such as Colombo Street and the Mitcham Hotel and around Silver Grove. No change.
[099]	1	5	13	111	4 storey limit for buildings north of rail station is proposed.	Seeks a 4 storey height limit north of Mitcham Station. [99]	Theme 3, Key Site 7	The structure plan proposes height limits of generally between 2 and 4 storeys, except in the centre of key sites such as Colombo Street and the Mitcham Hotel and around Silver Grove. No change.
[099]	1					The draft plan is to high and dense for Mitcham. [99]	Theme 1, General comments	The structure plan seeks to provide a framework for the long term development of Mitcham and the other centres.
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[100]	1	5	38	107	Plan notes that Coles car park and environs are considered inefficient and unsafe. How does plan remedy this. Security of accessing dwellings by disabled is not identified	Concern that the proposed plan to provide housing around the Coles car park is unsafe and inaccessible for disabled people. [100]	Theme 3, Key Site 6	The proposed housing is a maximum of three levels and the detailed design of the housing should provide for disabled access.
[100]	1	5	32	107	Opening up Edwards St would create a rat run and will be a retrograde step.	Concerned about the reopening of Edward Street. [100]	Theme 4, Traffic	Note comment and ensure the structure plan is amended to clearly show that Edward Street remains closed.
[100]	1	5	12	114	Density of development of Mitcham retail centre together with concentrated housing development is not supported. Is the basis for a future slum.	Opposes the draft plan because of concerns of increased density of retail and housing development in Mitcham. [100]	Theme 1, General comments	The structure plan seeks to provide a framework for the long term development of Mitcham and the other centres.
[100]	1	5	13	114	3 storey limit on all new development.	Seeks a 3 storey height limit. [100]	Theme 3, Built form general comments	The structure plan proposes height limits of generally between 2 and 4 storeys, except in the centre of key sites such as Colombo Street and the Mitcham Hotel and around Silver Grove. It also proposes a maximum of three storeys on the north side of Whitehorse Road.
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[100]	1	5	30	114	In affordable housing areas where is the provision of open space and play areas for children.	There is a need to provide additional open space and safe play areas for children in the affordable housing areas. [100]	Theme 2, Parks and open space	The structure plan contains objectives (5.3.4 refers) to identify opportunities for additional open space and improving open space. Council has also developed an open space strategy, which will provide a framework for the provision of open space within the study area and across the municipality.
[100]	1	5	17	114	Happy to see increased and more varied development but piecemeal plans for extra housing at whatever cost to the neighbourhood atmosphere is not supported	Supports appropriate additional development in Mitcham [100]	Theme 3, Built form general comments	Note comment.
[100]	1	5	14	115	There is currently congestion in Enterprise Way while delivery vehicles are legally parked. Nothing in this plan alleviates this problem and there is no allowance for the extra cars of residents.	Concerned that current congestion issues are not resolved by the draft plan. [100]	Theme 4, Traffic	The structure plan seeks to reduce reliance on motor vehicles and promote use of alternative transport modes to reduce congestion.
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[101]	3	8	26	135	There needs to be improved and more accessible bus stops	Seeks improved and more accessible bus stops. [101]	Theme 4, Public transport	Note comment and refer to DOI and bus companies for review.

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[101]	3	8	26	135	Seeks more frequent and longer bus services to and from the site to Mitcham station and preferred shopping centres.	Seeks more frequent and longer bus services to and from the site to Mitcham station and preferred shopping centres. [101]	Theme 4, Public transport	Note comment and refer to DOI and bus companies for review. Note DOI are currently undertaking a review of bus services in the municipality.
[101]	3	8	26	135	Seeks on behalf of Eastbridge residents additional low floor buses in Rooks Road and improved access to Brentford Square, Forest Hill Chase and Vermont South Shopping Centres as well as better connections to trains at Mitcham and Nunawading.	Seeks on behalf of Eastbridge residents additional low floor buses in Rooks Road and improved access to Brentford Square, Forest Hill Chase and Vermont South Shopping Centres as well as better connections to trains at Mitcham and Nunawading. [101]	Theme 4, Public transport	Note comment and refer to DOI and bus companies for review. Note DOI are currently undertaking a review of bus services in the municipality.
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[101]	3	8	26	116	Residents of Eastbridge Crt are concerned about losing bus service along Mt Pleasant Rd.	Concerned about loss of smart bus in Mt Pleasant Road. [101]	Theme 4, Public transport	Note comment and refer to DOI and bus companies for review. Note DOI are currently undertaking a review of bus services in the municipality.
[102]	1	10	17	135	Notes that the plan is very detailed and considered.	Notes that the plan is very detailed and considered. [102]	Theme 1, General comments	Note comment.
[102]	1	5	13	114	Why 6 storey limit in a Neighbourhood Activity Centre compared to 4 in a Major Activity Centre?	Concern about a 6 storey limit in a Neighbourhood Activity Centre. [102]	Theme 3, Built form general comments	The 6 storey limit is only provided within the centre of key sites with the general height of 4 storeys. No change.

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[102]	1	5	12	114	Increased building density is too major and too premature. Thinks the premises in Melbourne 2030 are questionable.	Concern that increased in densities are too major and premature. [102]	Theme 3, Density general comments	The structure plan provides a long term framework for the appropriate development of the centre.
[102]	1	5	12	114	Big developments of inexpensive housing tend to be the slums of tomorrow.	Concerned that big developments of inexpensive housing will impact on the character of Mitcham. [102]	Theme 3, Density general comments	The structure plan seeks to provide for a diversity of housing with appropriate design outcomes that are consistent with the centre.
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[102]	1	5	12	114	Considers that higher density areas 1 km from Mitcham is premature as climate change will make people consider the need to limit population growth.	Considers that higher density areas 1 km from Mitcham is premature as there is a need to limit population growth. [102]	Theme 3, Density general comments	The structure plan seeks to provide for additional housing within the activity centres to protect adjoining sensitive areas such as the Walker Estate.
[102]	1	5	14	114	It is idealistic fantasy to think people will not want cars because they live near a station. Need to provide parking for new developments. Parking is already a problem in area now.	Seeks provision of additional parking for new developments. [102]	Theme 4, Car parking	The provision of car parking is addressed as part of the assessment of any development application. The structure plan also proposes additional parking in suitable locations.
[102]	1	5	36	114	Mitcham is a Neighbourhood Activity centre not a major activity centre.	Concerns are around Mitcham as a Neighbourhood activity centre and not a major activity centre. [102]	Theme 1, Precinct 2	Mitcham is a Neighbourhood Activity Centre and the structure plan seeks to provide a framework to support that status.

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[102]	1	5	22	112	Surely in any development some alternative to crossing the railway line and Whitehorse Rd is possible?	Seeks alternatives to current at grade rail crossings. [102]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
[102]	1	5	13	111	4 storey development around the station is a reasonable compromise.	Supports 4 storey height limits around the station. [102]	Theme 3, Key Site 7	Note comment.
[103]	1	5	38	114	Supports the comments in relation to the Mitcham Activity Centre by submission 83	Supports the comments in relation to the Mitcham Activity Centre by submission 83. [103]	Theme 1, General comments	Note comment.
[103]	1	8	25	100	Supports at least 50% of the site as open space. Positives for this are - redresses lack of open space in the immediate area, provides open space close to higher density development, it is the start of Gardiners Creek, would be a buffer between Residential and Commercial, would, in conjunction with Norcal Rd cycle path over railway, be within easy reach of Civic Centre north of rail line, easily accessible by foot, bike, car & public transport, is a site of	Supports Option 3 plan for the brickworks site with a link to Mt Pleasant Road. [103]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.

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[103]	1	8	38	100	Would be a possible area for better enabling retention and display/use of the Belfast trusses from the Wunderlick site in an appropriate setting (they are rotting where they are now). These are on the Historical Register.	Supports Option 3 plan for the brickworks site with a link to Mt Pleasant Road. [103]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney, though a potential future link to Mt Pleasant Road could also be identified for investigation.
[103]	1	8	38	100	Preservation of the significant buildings and garden display of Daniel Robertson tiles/bricks should be required by the plan.	Supports Option 3 plan for the brickworks site with a link to Mt Pleasant Road. [103]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney, though a potential future link to Mt Pleasant Road could also be identified for investigation.

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[103]	1	8	17	100	Plan identifies that access to brickworks site may be possible via Mt Pleasant Road. Only one viable property exists to achieve this (15 Mt Pleasant Rd). Council needs to be vigilant so that they can move quickly when (or before) the property comes on the market.	Suggests access to the brickworks site by purchase of property in Mt Pleasant Road. [103]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney, though a potential future link to Mt Pleasant Road could also be identified for investigation.
[103]	1	8	17	100	The drawings of proposed development on the brickworks site shows an elevation that slopes down from Station Street to the south about 10 metres. In reality Norcal Rd rises about 10 metres over this distance. This provides a very distorted view of proposed building heights at the site.	Seeks correction to the elevation plans for the brickworks site [103]	Theme 3, Key Site 3	Note comment and ensure elevation plans are accurate.

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[103]	1	8	31	102	Supportive of a reasonable supermarket on the site of the petrol station (will believe it when they see it).	Supports supermarket. [103]	Theme 1, Nunawading Preferred supermarket location	Note support for the supermarket.
[103]	1	8	13	108	Supports a 3 storey height limit on the gym site with lower heights on south and east sides (facing existing residential areas).	Supports a 3 storey height limit on the gym site with lower heights on south and east and commercial on north and west. [103]	Theme 3, Key Site 1	Note comment and retain plan as shown, with 2 storey to Wood Street and the southern residential interface (supported by a landscape strip) and 4 storey in centre and towards the commercial area of the shopping centre.
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[103]	1	8	32	108	Residential entry on site would be OK from Wood St. Parking should be on site (under the building) and no commercial entry from Wood St.	Supports only residential access from Wood Street to gym. [103]	Theme 3, Key Site 1	Note comment and identify on the plan.
[103]	1	8	18	117	No parking permits to park in the street should be issued	Opposes the issue of parking permits for parking in Wood Street. [103]	Theme 4, Car parking	Note comment and refer to Council's Transport Engineering unit for action.

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[103]	1	8	18	117	Support for path across rail line at Norcal Road. Would also be good access point to a park at brickworks site. Regardless of whatever actions result from Draft Structure Plan, this is one thing that should be done immediately.	Supports the proposed link between Norcal Road and the Civic Centre. [103]	Theme 4, Walking & Cycling	Note support for Norcal Road/Civic Centre link.
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[103]	1	8	14	123	Easy access to shops is essential to a vibrant shopping centre. Car parking plays a big part of this. There should be NO parking dispensations given unless there are more parking spaces provided in other locations (within the Nunawading retail area)	Seeks provisions of adequate car parking. [103]	Theme 4, Car parking	Note comment. Car parking provision needs to be assessed at the time of the consideration of any new applications. The structure plan also seeks to promote the use of other forms of public transport to reduce congestion and need for parking.

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[103]	1	8	13	123	Due to remoteness from residential areas south of the rail line, 6 storey development north of the line may be reasonable. Not open slather as there needs to be consideration of the visual intrusion due to the site being highly visible from all sides. Heights need to be staggered to minimise overlooking concerns.	Supports development north of the railway line. [103]	Theme 3, Key Site 1 & Key Site 4	Note comment.
Submission Number	Type of Submission	Focus of Submission	Focus of Comments	Specific Locations Mentioned	Specific Topics Mentioned	Submission Comments	Draft Structure Plan Theme	Strategic Response, Green highlighted areas indicate proposed changes to the structure plan.
[103]	1	8	38	123	Items in this submission have, in most instances been covered by previous planning submissions to Council. These have in the past been supported by more than 200 signatures from Nunawading residents.	Indicates links to previous submissions and support by residents. [103]	Theme 1, General comments	Note comment.

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[103]	1	8	20	123	Building north of rail line, if residential, needs to not be "lowest common denominator". One mechanism is to ensure small public open spaces, large enough for large trees, are incorporated into plans.	Suggests provision of suitable open space areas, for landscaping, in developments north of the railway line. [103]	Theme 2, Parks and open space	The structure plan proposes higher built form to provide for the more efficient use of land and to provide landscaping areas at ground level.
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[103]	1	8	22	120	Supports grade separation of the railway line being undertaken prior to any implementation of the structure plan even if this means holding off on the structure plan for a couple of years until the reality of traffic volumes are known after East link is opened.	Supports grade separation of the railway line being undertaken prior to any implementation of the structure plan. [103]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.

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[103]	1	8	14	118	A redevelopment of the station should occur and this should include a significant increase in commuter parking.	Seeks additional commuter parking. [103]	Theme 4, Car parking	Note comment and refer to DOI and Connex for review. The structure plan also seeks to promote the use of other forms of public transport to reduce congestion and need for parking.
[103]	1	8	18	118	Connection between rail station and Home HQ should be considered to improve the connection between public transport and the Megamile	Supports a link from Nunawading station to Home HQ. [103]	Theme 3, Key Site 4	The structure plan proposes a north-south link from the station directly to Whitehorse Road, at grade and separate from motor vehicles and a new north-south link from Norcal Road to the Civic Centre. These should provide alternative routes for pedestrians and cyclists. Alter plan to delete link from station to Home HQ.
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[103]	1	8	18	118	Supports north/south link from station to Whitehorse Rd (means reduces extra walking along noisy, smelly main roads). There once was a right of way through the former council office land.	Supports a north/south link from the station to Whitehorse Road. [103]	Theme 3, Key Site 4	Note support for the station to Whitehorse Road link.

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[103]	1	8	26	118	Greater rail patronage is needed as a central core to improving the viability of the shopping centre. There needs to be incentives to encourage rail patronage (the recent upgrading of Nunawading to Premium Station status is a welcome part of this).	Supports provision of incentives to increase rail patronage to enhance the viability of the Nunawading Shopping Centre. [103]	Theme 4, Public transport	Note comment and refer to DOI and Connex for review.
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[103]	1	8	38	118	Nunawading Rail Station needs upgrading and maintenance. Intention should be to improve the facilities and experience for commuters.	Supports upgrading of the railway station. [103]	Theme 4, Public transport	Note comment and refer to DOI and Connex for review.
[103]	1	8	28	124	Supports a vibrant shopping centre but much that is suggested in the plan is not supported.	Supports the redevelopment of the shopping centre to make it vibrant. [103]	Theme 3, Key Site 1	Note support for shopping centre upgrade.

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[103]	1	8	28	124	There is no link between higher density development and a vibrant shopping centre when the history of Nunawading is looked at (increasing population densities nearby but has continued to decline over the years)	Considers that higher density housing in the centre will not enhance the centre. [103]	Theme 3, Key Site 1	The provision of housing within the centre will provide additional activity and make more efficient use of public transport and reduce reliance on public transport.
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[103]	1	8	13	124	Against 4 storey development south of the rail line as it will dominate the skyline looking north to the shops from the residential area.	Opposes 4 storey development south the railway line. [103]	Theme 3, Key Site 1	The 4 storey development is located within the shopping centre and adjoining the commercial areas to minimise impact on residential areas. No change.

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[103]	1	8	32	124	Draft plan suggests "investigate road widening and introduction of car storage and turning movements north of Station St". Good idea, but if this occurs it will only encourage more "rat run" traffic. This needs to be addressed at the same time.	Suggests a holistic approach to planning for vehicle movement in the Nunawading Shopping Centre and adjoining area. [103]	Theme 4, Traffic	Provide for a traffic management plan as part of the implementation of the structure plan.
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[103]	1	8	12	133	Seeks for the existing residential area south of Nunawading Station to remain lower density housing in line with other similar housing areas in the municipality. Notes this would have little impact potential housing stock numbers. Even the incorrect and highly inflated figures in the Housing Study suggested only 29 sites would be available for development but in allowing this the higher density development would result in total	Seeks that the existing substantial change area in Nunawading be included as a natural change area on the basis that other changes in the plan would provide the required housing. [103]	Theme 3, Density general comments	Note suggested change. If additional housing can be provided on the brickworks site, as shop top housing within the shopping centre, around Silver Grove and on Springvale Road then the structure plan could propose that the Wood/West Street are become natural change.
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[103]	1	8	38	127	Support existing users of Silver Grove. Supports upgrade of Silver Grove provided there is no loss of open space or community access. There are weaknesses with Silver Grove and its location and these need to be addressed. Suggests elsewhere that brickworks site may be good alternative that, if handled sensitively and without reducing existing benefits of site users.	Supports the upgrading of facilities at Silver Grove though brickworks could also be a suitable site for community facilities. [103]	Theme 3, Key Site 2	Note support for the upgrading of Silver Grove.
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[103]	1	8	38	127	As an alternative to redeveloping Silver Grove, purchase the Brickworks site and use the southern end to house the Silver Grove activities (remainder to be open space). Would need to be done sensitively to accommodate concerns of Silver Grove users - no move till brickworks site ready to occupy. Sale of Silver Grove would pay for most of this. Overall impact would be no net loss of open space and easier more ready access to open space and	Suggests use of brickworks site to accommodate community uses/facilities from Silver Grove. [103]	Theme 3, Key Site 3	The adoption of Option 2 for the brickworks site with additional open space and the enhancement of residential uses around Silver Grove would probably see the community facilities being retained at Silver Grove. No change.
[103]	1	8	32	130	The current traffic arrangement must stay regardless of structure plan changes in Nunawading (closure of Wood Street at Market St with ability to still enter Wood Street via Market Street).	Seeks the retention of the closure of Wood Street. [103]	Theme 4, Traffic	Note comment and ensure plans show the retention of the road closure.
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[104]	1	10	38	135	There has been little thought given to consideration of "disability-supportive" development e.g. requiring elevators in multi-storey buildings, provision for wheelchairs, etc	Proposed developments should be accessible to all. [104]	Theme 1, General comments	Note comment and ensure there are objectives in the planning scheme to provide for access to buildings by all.
[104]	1	10	21	135	Whitehorse is keen to blow it's own trumpet" on "green" issues but don't act to enforce any of this. Don't even have a "Tree Preservation Policy".	Seeks retention of green character. [104]	Theme 2, Landscaping	The structure plan contains objectives (5.3.4 refers) to identify opportunities for additional open space and improving open space. Council has also developed an open space strategy, which will provide a framework for the provision of open space within the study area and across the municipality.
[104]	1	4	34	109	Need to set strict containment and boundaries for the Megamile. [doesn't suggest boundary on east or west]	Set boundaries for the MegaMile. [104]	Theme 1, Precinct 3	Note comment and identify Rooks Road as the eastern boundary for MegaMile.
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[104]	1	8	32	100	Due to traffic problems on Rooks Rd and Springvale Rd there should be NO development included in ANY plans until the traffic problems are resolved.	Seeks to place a moratorium on development of the brickworks site until railway crossings are grade separated and appropriate infrastructure provided. [104]	Theme 3, Key Site 3 & Theme 4, Grade separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.

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[104]	1	8	13	123	Against multi storey development regardless of use. Single or double storey OK.	Supports single and two storey height limits. [104] Concern about 6 storey height limits. [104]	Theme 3, Built form general comments	Note and alter structure plan to provide for 4 storey buildings with 5 storeys on Mitcham Hotel and 6 storeys on the Colombo Street sites.
[104]	1	8	32	136	Lucknow Street has become a rat run. Measures are needed to address this.	Seeks traffic calming measures in Lucknow Street. [104]	Theme 4, Traffic	Note comment and that this is outside the boundary of the structure plan.
[104]	1	8	38	136	Consideration needs to be given to the problem THAT IS Rooks Road - an unsafe mix of industrial/commercial & residential.	The plan should address the industrial/residential mix in Rooks Road. [104]	Theme 1, Precinct 3	Note comment and that this is outside the boundary of the structure plan.
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[105]	1	8	25	100	Around 50% of brickworks site should be open space or community activity area.	Supports Option 3 for the brickworks. [105]	Theme 3, Key Site 3	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.
[105]	1	8	13	108	Gym site should be maximum of 2 storeys as otherwise would have a major adverse effect on the amenity of the adjacent residential area.	Does not support 4 storey buildings on the gym site and suggests they be located between Market Street and Springvale Road. [105]	Theme 3, Key Site 1	The 4 storey element is located in the centre of the site and towards the commercial area. 2 storey is provided adjacent to residential uses. No change.

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[105]	1	8	17	123	Suggests restructuring of the Doctors Lane/Market Street area including the removal of the buildings backing on to Doctors Lane. This would open up the area for such things as a larger supermarket.	Supports restructuring of the area between the gym and Market Street to allow for removal of the buildings and creation of a larger supermarket. [105]	Theme 3, Key Site 1	Note comment and amend the structure plan to provide the redevelopment of this area.
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[105]	1	8	22	120	Any redevelopment of Nunawading should not take place until grade separation is achieved unless it is not anticipated will into the distant future	Suggest that the proposed redevelopment take account of a possible grade separation of the railway crossing. [105]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
[105]	1	8	36	124	Supports seeing Nunawading shopping centre redeveloped into a modern shopping centre.	Supports the redevelopment of the Nunawading Shopping Centre. [105]	Theme 1, Precinct 1	Note support for the redevelopment of Nunawading.
[105]	1	8	32	130	Retain road closure in Wood Street.	Retain road closure in Wood Street. [105]	Theme 4, Traffic	Note and clearly show road closure remains.
[106]	1	4	34	109	Supports putting a boundary around the Megamile. It is becoming too long.	Seeks boundaries for MegaMile development. [106]	Theme 1, Precinct 3	Note comment and identify Rooks Road as the eastern boundary for MegaMile.

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[106]	1	5	13	105	Supports the need to redevelop the Coles site with doesn't want retail on the Mitcham Rd side.	Supports the need to redevelop the Coles site but without retail on the east side. [106]	Theme 3, Key Site 6	Note comment and modify the structure plan to indicate that development on the east side of Coles is to be undertaken in conjunction with any redevelopment of the Coles site.
[106]	1	5	23	107	Would not use a car park hemmed in by housing. Also the proposed changed entry to the parking area would not suit and would use other shopping centres in preference.	Does not support housing around the multideck car park. [106]	Theme 3, Key Site 6	The structure plan proposes additional housing only on the southern side of the car park to provide additional activity within the centre and to increase surveillance.
[106]	1	5	13	114	Don't agree with Draft plan. 4 levels is sufficient for the area.	Supports a 4 storey limit for Mitcham. [106]	Theme 3, Built Form general comments	Note comment and support for the 4 storey limit.
[106]	1	5	25	115	More open area is needed. This might bring in walkers and cafes. Nice areas bring this clientele.	Seeks more open areas within Mitcham Shopping Centre. [106]	Theme 2, Parks and open space	The structure plan seeks to open up the entry to Coles and provide more activity within the centre by providing additional housing close to the services.
[107]	3	10	36	135	Overall the plan has a commendable vision especially in relation to provision of public transport infrastructure, interchanges and walking and cycling facilities.	Overall plan has a commendable vision. [107] Support for public transport, cycling and pedestrian access ideas. [107]	Theme 4, Walking & Cycling, Theme 4, Public Transport & Theme 1 General comments	Note support. No change

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[107]	3	10	20	135	Welcomes statements in section 5 of plan but would like a strengthening of them to encourage and plan for renewable energy systems and water conservation to the maximum extent possible.	Seeks strengthening of statements on renewable energy and water conservation. [107]	Theme 6, Sustainable development	Note comment and provide additional wording to strengthen objectives for sustainability.
[107]	3	10	15	135	Commend the Council for the efforts made to encourage community input.	Supports the consultation program undertaken to develop the plan. [107]	Theme 1, General comments	Note support for consultation program.
[107]	3	8	22	121	Supports grade separation by lowering the rail line.	Supports grade separation by lowering the railway line. [107]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.

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[107]	3	8	28	124	A fresh food market incorporating facilities and accommodating and extending the recently commenced Nunawading Farmers Market should be established at either Nunawading or Mitcham	Seeks a fresh food market in Mitcham and Nunawading. [107]	Theme 1, Precinct 1 & Precinct 2	Note comment and identify as part of the implementation plan.
[107]	3	8	25	100	Whole brickworks site should be made into open space. Consideration of provision of a community garden should be made.	Seeks use of the whole brickworks site as open space including use as a community garden. [107]	Theme 3, Key Site 3 & Theme 2, Parks and Open Space	Adopt Option 2 for the brickworks site with provision of additional open space around the chimney.
[108]	1	10	13	135	Keep high rise buildings to a minimum.	Seeks minimal use of high rise buildings to retain backyards. [108]	Theme 3, Density general comments	The structure plan proposes the use of multi-storey development to allow for more efficient use of sites and provide for appropriate landscaping and open space.
[108]	1	10	21	135	Plant shorter trees in nature strips and not gum trees.	Supports planting of shorter trees in nature strips. [108]	Theme 2, Landscaping	Note comment.
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[108]	1	10	38	135	Supports community development of SDA land. Housing subdivision is not appropriate.	Supports the community development on the SDA land and not housing. [108]	Theme 1, General comments	Note comment and that this is beyond the scope of the structure plan.
[108]	1	10	20	135	Strongly supports the sustainability principles of the plan	Supports the sustainability principles of the draft plan. [108]	Theme 6, Sustainable development	Note support for sustainability principles.
[108]	1	8	31	124	Supports a supermarket in Nunawading and/or Blackburn.	Supports a supermarket in Nunawading. [108]	Theme 1, Nunawading Preferred supermarket location	Note support for supermarket.
[108]	1	8	32	126	Stop U turns at the Whitehorse Rd/Springvale Rd intersection	Seeks prohibition of U turns at Whitehorse Road and Springvale Road. [108]	Theme 4, Traffic	Note comment and refer to VicRoads for review.
[109]	1	10	17	135	Opposes overdevelopment as it is against the will and lifestyle of residents and against the community.	Opposes overdevelopment as it is against the will and lifestyle of residents and against the community. [109]	Theme 3, Density general comments	Note comment and the structure plan is seeking provide an appropriate planning framework for the suitable development of the centres.
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[110]	1	5	26	111	Suggests that the Route 738 bus be shown as operating on Rooks Road and terminating on the northern side of Mitcham station. This submission signed by 18 Eastbridge Crt residents	Suggests that the Route 738 bus be shown as operating on Rooks Road and terminating on the northern side of Mitcham station. [110]	Theme 4, Public transport	Note comment and show Route 738 correctly on transport plan.
[110]	1	5	26	118	Seeks enhancement of the bus interchange at Mitcham to improve kerb alignment, pavement grades and widths, accessibility for aged and disabled, improved seating, shelter and better links between the northern and southern side of the station and railway line. Photos of examples of the issues are included in submission. This submission signed by 18 Eastbridge Crt residents	Seeks enhancement of the bus interchange at Mitcham to improve kerb alignment, pavement grades, accessibility for aged and disabled, improved seating and better links between the northern and southern side of the station and railway line. [110]	Theme 4, Public transport	The structure plan proposes the redevelopment of the bus interchange as part of any development on the Colombo Street site. Refer suggestions to DOI for review.
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[111]	2	8	31	102	Support this site as the preferred location of a supermarket.	Supports a supermarket on the Caltex site in Nunawading. [111]	Theme 1, Nunawading Preferred supermarket location	Note support for the supermarket.

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[111]	2	8	17	102	Supports rezoning of site to correspond with its use as a supermarket (currently residential zoning)	Supports rezoning of the Caltex site to Business 1. [111]	Theme 1, Nunawading Preferred supermarket location	Note comment.
[111]	2	8	26	136	Supports smart bus using Market Street but want to see minimal loss of car parking spaces.	Supports Option 1 (smart bus route) with minimal loss of car parking. [111]	Theme 4, Public transport	Note comment. Smart bus route issue to be addressed by DOI and VicRoads.
[111]	2	8	32	126	Supports lights at the intersection of Springvale Rd & Market St.	Supports lights at the intersection of Market Street and Springvale Road. [111]	Theme 4, Traffic	Note comment. Provision of lights to be addressed by VicRoads.
[112]	1	10	38	135	There is currently sufficient commercial and light industrial development in the centres which is not being sufficiently utilised.	Considers there is sufficient commercial and light industrial development in the centres. [112]	Theme 1, General comments	Note comment and that structure plan is providing for appropriate retail uses within the Nunawading and Mitcham shopping centres to support the additional residents.
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[112]	1	10	14	135	Housing development should provide parking on site to minimise parking congestion along roads.	Housing developments should provide parking on site. [112]	Theme 4, Car parking	The provision of car parking is a matter for assessment as part of any development application.
[112]	1	10	12	135	Keep to no more than 2 storeys - anymore and the outlook becomes too commercial.	Supports 2 storey height limits including around Silver Grove and 1 storey in the MegaMile. [112]	Theme 3, Built form general comments	The structure plan proposes appropriate heights in key locations with lower heights such as 2 storey at residential interfaces.

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[112]	1	10	18	135	Supports linking of bike paths with existing pathways.	Supports linking of bike paths. [112]	Theme 4, Walking & Cycling	Note support for the linking of bike paths.
[112]	1	10	12	135	Keep to low/medium density, if for no other reason than it would reduce traffic congestion.	Supports medium and low rise development to reduce congestion and provide landscaped areas. [112]	Theme 3, Density general comments	Note comment. Higher built forms provide more efficient use of sites and more ability to provide landscaping areas.
[112]	1	8	25	100	Supports additional parkland on the site with higher densities at the rear.	Supports additional parkland on the site and higher densities at the rear. [112]	Theme 3, Key Site 3	Note support for the open space and higher density concepts in Option 2.
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[112]	1	8	12	100	Keep this area low/medium density. (note later in submission that additional parkland would be a bonus for nearby residents)	Supports residential (low/medium density development) of the brickworks site. [112]	Theme 3, Key Site 3	Note comment. Adopt Option 2, with additional open space area around the chimney, as part of the structure plan.
[113]	1	5	13	103	Due to the nature of the area development on Calcutta Street should be limited to 8m or 2 storeys.	Seeks an 8 metre or 2 storey height limit in Calcutta Street. [113]	Theme 3, Key Site 7	Note comment. Alter plan to allow for development to two storeys on the railway car park.

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[113]	1	5	38	103	Seeks appropriate setbacks on the northern side of Calcutta Street to allow for parking and vehicle access.	Seeks appropriate setbacks on the northern side of Calcutta Street to allow for parking and vehicle access. [113]	Theme 3, Key Site 7	Note comment. Alter plan to show building envelopes with appropriate landscape areas along Calcutta Street.
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[113]	1	5	32	114	Under no circumstances should the plan encourage or require buses or other traffic to use Delhi or Benares Streets to access the station.	Seeks a prohibition on bus and vehicle traffic along Benares and Delhi Streets. [113]	Theme 4, Traffic	Note comment. Traffic movement regulation is beyond the scope of the structure plan. Refer to Council's Transport Engineering unit for action.

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[114]	1	10	13	135	High density residential development utilising various height levels is repeatedly proposed as the resolution to activity centre sustainability issues. There are no other options offered.	Notes higher density residential development is the single option in the draft plan. [114]	Theme 3, Density general comments	There are higher density and multi-storey sites located around stations while areas along the north side of Whitehorse Road are identified for medium density housing.
[114]	1	10	38	135	There is no analysis of demographic information for the area in the next 10 - 20 years, only 'anecdotal' statements are offered in support and diminish a substantial planning proposal.	Seeks demographic information to support the plan. [114]	Theme 1, General comments	The plan seeks to provide the direction for appropriate residential and commercial development in the three (3) precincts. It particularly seeks to provide sites for residential development close to public transport and retail facilities.
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[114]	1	10	32	135	The superficial acknowledgement of the traffic flow problems belie the real traffic flow concerns. These problems impact on the sustainability of the precinct. Any plan needs to resolve these problems before development commences or as an essential element of any future development.	Seeks resolution of traffic issues. [114]	Theme 4, Traffic	The structure plan seeks to reduce reliance on vehicles and promote use of alternative methods of transport such as a cycling, public transport and walking to reduce traffic volumes.
[114]	1	10	15	135	The specifics of the plan do not include the establishment of linkages with the local community. The leadership role of Council & other authorities is not explored or suggested.	Seeks establishment of links with the local community. [114] Suggests Council take leadership to achieve outcomes. [114]	Theme 1, General comments & Theme 2 A functional community network	The development of the implementation plan for the structure plan will identify which organisations take leadership for particular parts of the plan. There may be a role for Council advocacy as well as a more direct role to implement the plan.
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[114]	1	10	17	135	Overall the concept of linking the total area in one single planning process seems sound.	Supports the linking of the area in 1 process as sound. [114]	Theme 1, General comments	Note support for the single plan for three precincts.
[114]	1	5	13	114	The plan sees higher density by way of height as the resolution of sustainability issues. But Mitcham Village has done a poor job of engaging its community and adopting it as a local target market. It is incongruous that the resolution to an unsustainable retail precinct will be achieved by additional residential and commercial options when there is currently a high level of vacancy.	Considers that additional retail and housing in Mitcham will not enhance Mitcham. [114]	Theme 1, Precinct 2	Note comment. The structure plan is about providing an appropriate direction for development in each of the precincts. There is a need to provide affordable housing around in activity centres to support retailing as well as public transport and reduce the need for vehicle use.
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[114]	1	5	13	110	Suggests existing height limit of 15 metres is appropriate. Inclusion of 20 metre hotel accommodation at the eastern edge of the plan precinct is difficult to comprehend.	Opposes 20 metre height limit on the hotel site. [114]	Theme 3, Key Site 7	Note opposing comment. There is a need to provide for appropriate development, including multi-storey buildings to provide additional accommodation close to public transport and retail facilities to protect more sensitive areas such as the Walker Estate from inappropriate development.
[114]	1	5	14	111	Redevelopment of parking as is happening at Heatherdale is supported. Also 2 levels of commuter parking should be enough, not 3 or 4.	Suggests two levels of additional parking at Mitcham station not 3 or 4. [114]	Theme 3, Key Site 7 & Theme 4, Car parking	Note suggestion and alter plan to provide two levels. This would be consistent with the objective to minimise reliance on vehicles.
[114]	1	5	13	111	Reaction to Columbo Street development reflects the community view on height. Given this view why should any development in the area above 15 metres be considered acceptable.	Supports 15 metre height limit on Colombo Street. [114]	Theme 3, Key Site 7	Note support for 15 metre height limit on the Colombo Street site.
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[114]	1	8	38	123	Given that Nunawading is a Major Activity Centre a Novatel type development would be better suited here than in Mitcham.	Suggests a Novotel type development in Nunawading with a supermarket. [114]	Theme 1, Precinct 1	Note support for a supermarket in Nunawading. Structure plan will allow for multi-storey residential accommodation over time.

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[114]	1	8	22	120	Hopes the impact of completion of East Link can be enhanced by the undergrounding of the rail line at Nunawading.	Seeks grade separation in Nunawading. [114]	Theme 4, Grade Separation	Grade separation is outside the scope of the structure plan. It is being considered as part of a separate study. The outcomes of this study will inform any subsequent review of the structure plan.
[115]	2	8	36	100	Considers the option provides a greater net community benefit than the open space option and supports public transport infrastructure, provides appropriate interfaces and amenity to the adjoining area and provides for a range of housing.	Considers the option provides a greater net community benefit than the open space option and supports public transport infrastructure, provides appropriate interfaces and amenity to the adjoining area and provides for a range of housing. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.
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[115]	2	8	26	100	Residents could easily use public transport and meets a range of state government objectives including the provision of higher density housing.	Option 2 provides for additional housing and employment uses adjacent to a public transport node. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.
[115]	2	8	38	100	Option 2 provides sufficient financial and development incentive for the current use to relocate.	Option 2 provides sufficient financial and development incentive for the current use to relocate. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.

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[115]	2	8	38	100	Option 2 responds to the transitional nature of the site between residential and industrial.	Option 2 responds to the transitional nature of the site between residential and industrial. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.
[115]	2	8	36	100	Options 1 and 3 would likely mean that the current use would continue.	Options 1 and 3 would likely mean that the current use would continue. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.
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[115]	2	8	17	100	Robertson Industries seek to be closely involved in the implementation phase of the structure plan particularly rezoning proposals for the brickworks site.	Robertson Industries seek to be closely involved in the implementation phase of the structure plan particularly rezoning proposals for the brickworks site. [115]	Theme 5, Viable Partnerships	Note that in the development of the implementation plan for the structure plan that Robertson Industries be identified as a partner for this phase of the structure plan.
[115]	2	8	38	100	Option 2 is the preferred option by the owners.	Supports Option 2 for the brickworks site. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.
[115]	2	8	32	100	Residents would not be car dependent due to close vicinity to public transport.	The option could also reduce car dependency. [115]	Theme 3, Key Site 3	Note support for Option 2 for the brickworks site and adopt as the plan for the site.

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[116]	2	4	36	134	Considers that commercial uses more consistent with corner location within the MegaMile on the land at 349353 Whitehorse Road, Nunawading.	Considers that commercial uses more consistent with corner location within the MegaMile on the land at 349-353 Whitehorse Road, Nunawading. [116]	Theme 1, Precinct 3	Mixed Use Zone change will provide flexibility and could allow future accommodation uses as well as retention of existing uses.
[116]	2	4	23	134	Does not support medium level four storey apartment/hotel development or higher density housing at 349353 Whitehorse Road, Nunawading.	Does not support medium level four storey apartment/hotel development or higher density housing at 349-353 Whitehorse Road, Nunawading. [116]	Theme 3, Built Form general comments	Mixed Use Zone change will provide flexibility and could allow future accommodation uses as well as retention of existing uses.
[116]	2	4	23	134	Does not support medium level four storey apartment/hotel development or higher density housing.	Does not support medium level four storey apartment/hotel development or higher density housing. [116]	Theme 1, Precinct 3	Mixed Use Zone change will provide flexibility and could allow future accommodation uses as well as retention of existing uses.
[116]	2	4	17	134	Seeks a rezoning to provide flexibility and to retain economic competitiveness.	Seeks a rezoning to provide flexibility and to retain economic competitiveness. [116]	Theme 1, Precinct 3	Support change to Mixed Use.

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[116]	2	4	17	134	Seeks office use or mixed use for the site at 349353 Whitehorse Road, Nunawading.	Seeks office use or mixed use for the site at 349-353 Whitehorse Road, Nunawading. [116]	Theme 1, Precinct 3	Structure plan seeks to focus commercial development to the south side of Whitehorse Road with the focus on infill residential development. Site listed in schedule to the Mixed Use and is zoned Residential 1. Note Council proposed to include in the Mixed Use Zone and this was supported by the Panel for the New Format Scheme. Alter structure plan to reflect use for infill office development and recognise Restricted Retail uses on the north-west corner of Whitehorse Road and Springvale Road. Affects Plan 10 Potential for Change.
[116]	2	4	38	134	Owner of the land making specific comment related to the Draft Structure Plan as it relates to their site.	Site specific for land at 349-353 Whitehorse Road, Nunawading. [116]	Theme 1, Precinct 3	Note that submission is site specific.