



# Whitehorse Residential Corridors Built Form Study

## Phase 1: Community Engagement Findings

Final Report

June 2018

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## 1.0 Context

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### Project background

The City of Whitehouse is currently undertaking the Residential Corridor Built Form Study to determine built form guidelines for those areas of the municipality along key road corridors where land in the Residential Growth Zone (RGZ) interfaces with land in the Neighbourhood Residential Zone (NRZ) and the General Residential Zone (GRZ).

In particular, it is intended for the guidelines to assist in the design of new development along Whitehorse Road and the Burwood Highway and guide various planning issues such as:

- height and overshadowing - how the building will look and interact with adjacent and nearby properties;
- setbacks - how far away it needs to be from the street and adjacent properties boundaries; landscaping - where trees and plants should be planted;
- overlooking - managing views into adjoining properties and
- interface and streetscape - how the apartments and units look like from the street.

### Purpose of this report

Social Fabric Planning is supporting Ethos Urban by assisting with the community engagement activities for the project. This report provides a summary of the first phase of community engagement

### Engagement Framework

The project includes two phases of engagement:

#### Phase 1: (March/April 2018)

The objectives for this phase of community engagement were to:

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

#### Phase 2: (June/July 2018) YET TO BE UNDERTAKEN

The objectives for this phase of community engagement will be to:

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

## 2.0 Phase 1 engagement

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

### Newsletter

The newsletter was distributed to all properties within, and adjacent to the RGZ corridor.

The newsletter included information about the project and a web link to an online survey (see Appendix 1 for a copy of the newsletter).

### Online survey

An online survey was considered an appropriate tool given it:

- allowed for a broad voice of feedback;
- allowed for open discussion so people could use their own words;
- allowed people to provide feedback in their own time;
- established ideas about key issues;
- allowed for an efficient way to contribute to the process; and
- was relatively affordable for the available budget.

During the engagement period, three (3) people rang Council to express concerns that the process could be exploited by developers by submitting multiple responses.

In response, the residents were advised that the survey was set-up to limit responses to one response from each device (mobile phone/computer) and in response to this concern, responses were monitored to track any repeated responses. No weighting has been given to the assessment and a qualitative approach has been undertaken for the assessment to provide a summary of the range of idea and issues raised by participants.

The survey was open for four-weeks and respondents were encouraged to submit their responses by 22<sup>nd</sup> March 2018. The online survey took between 5-10 minutes to complete and asked the following questions:

Q1. When thinking about the design of new apartments and units in your neighbourhood, what do you think are the three most important issues to be considered in this review and why?

Q2. What does success look like? Is there an example of what you think is an appropriate apartment or unit development in your local area or somewhere nearby?

What street is this apartment or unit located in?

Q3. Any other comments?

- Demographics
- Street name/ Household type/ Age cohort
- Would you like to be kept up to date about this project?
- Name/ Email/ Phone number.

## 3.0 Overall summary

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### Key Issues

There were 397 responses to the online survey.

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

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

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

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

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

### Examples of development

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

Good development examples were found to:

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

Conversely, poor quality development was found to:

- not provide sufficient parking;
- caused traffic congestion;
- overlooked or overshadowed existing housing or impeded access to sunlight or privacy;
- were of an inappropriate scale and height to their surrounding area; and
- were considered to be poorly designed and/or comprised poor construction quality.

There is a prevailing sentiment against overpopulation of the area and the concern that the study areas will experience change similar to Box Hill.

## 4.0 Detailed responses - online survey

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The total number of participants in the phase 1 community engagement included:

- 384 online survey respondents
- 13 hard copy responses

This summary responds to Q1. *When thinking about the design of new apartments and units in your neighbourhood, what do you think are the three most important issues to be considered in this review and why?*

### Themes

The responses have been reviewed and grouped into key Issues of

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

### Appearance/design

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

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

Examples of quotes:

- *“appearance must harmonize with neighbourhood, not eye catching colours or too futuristic building because it will ruin the scenery”*
- *“design should complement existing houses (i.e. no ‘boxes’)”*
- *“aesthetics consistency”*

### Scale & density

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

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

Examples of quotes:

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

## **Landscape**

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

Examples of quotes:

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

## **Vehicle parking, access & traffic**

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

Respondents believe new development will cause (and in some cases is already causing) bottlenecks around specific new developments and on adjacent, or nearby, major road corridors. Some also voice concerns of road safety for both vehicles and pedestrians from the increase in traffic.

Examples of quotes:

- *"The traffic along the major road/intersection will be affected"*
- *"enough parking under buildings to avoid street parking"*
- *"Off street parking must be included for ALL apartments/dwellings and businesses"*

## **Existing character/heritage**

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

Examples of quotes:

- *"The 'feel' of the suburb needs to be maintained if possible - there are important heritage areas that must be protected"*
- *"Avoid destroying the character of the suburb, because the people already living in the suburb have chosen to live there because they like the character"*
- *"Historical Character [...] streets that should have some heritage protection have been bulldozed in the interests of developers without thought of historical significance"*

## **Population growth and increased demand on services/infrastructure**

Respondents are concerned about negative amenity impacts resulting from population growth. They believe this will further strain drainage, rubbish collection, water, sewerage, electricity, and other infrastructure and services in residential areas. There is also concern that development will result in an increase in pollution and noise. Respondents questioned how public transport, and community services, will accommodate future growth.

Examples of quotes:

- *"Services to cater for influx of population"*
- *"Infrastructure stress and quality of life"*
- *"utilities - can the infrastructure meet the demands of all the new people. sewerage, water, electricity, internet/NBN"*

## **Balancing the needs of existing and future residents.**

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

Examples of quotes:

- *"Existing residents. Council is there to represent residents first and foremost"*
- *"Residents becoming angered that the council is once again building unwanted buildings in suburban areas"*



## 5.0 Examples of design

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This section responds to the questions:

*Q 2 What does success look like? Is there an example of what you think is an appropriate apartment or unit development in your local area or somewhere nearby?*

What street is this apartment or unit located in?

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

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

### Part 1: Themes (Good examples)

- Vegetation around development
- Buffer space around buildings
- Scale and design appropriate to surroundings
- Height limit: usually 3 storeys
- Parking provision
- Access

### Vegetation around development

Tree and landscaped vegetation around a building improved residents' perception of new development.

Examples of quotes:

- *"The unit complex opposite St John's Catholic Church Mitcham. Plenty of trees, vegetation planted in front of building along Whitehorse Road"*
- *"Quest apartments on Springvale Rd Glen Waverley [...] mature trees to hide the building"*

### Buffer space around buildings

According to respondents, setbacks and buffer areas around and between buildings are characteristics of good apartment design. This allows for provision of open/green space and prevents overshadowing/overlooking.

Examples of quotes:

- *"Plenty of space behind and side of building as a buffer between building and residential homes"*
- *"Yarra Bing Crescent - a mixture of apartments and townhouses set back [...] nestled amongst gum trees. Although it was a massive development, they seemed to blend in nicely and aren't intrusive"*

### Scale and design appropriate to surroundings

Respondents identified examples of apartments that did not overshadow neighbouring properties and interfere with light and privacy. Scale and design of examples respects surrounding character and does not negatively impact on the visual amenity of the neighbourhood.

Examples of quotes:

- *"A couple of townhouse developments on south side Whitehorse Rd between Miller & Short Streets are unobtrusive & allow visual prominence of Whitehorse Rd tree avenues"*
- *"NW cnr of Whitehorse & Middleborough Roads. No high-rise towers and minimal impact on surrounding properties with restriction of entry from neighbouring streets"*

### **Height limit: usually 3 storeys**

Most examples of good apartment developments cited by residents are often 3 storeys. Some respondents explicitly identify this height limit as the ideal height.

Examples of quotes:

- *"Rouge Apartments, 202/213 Burwood Highway. While perhaps not the prettiest design, it is of reasonable height and parking for it doesn't impact through traffic (unlike the new developments on Burwood Highway west of Middleborough Rd and the excessively tall, 5 and 6 storey, ones planned for east of Blackburn Rd on Burwood Highway)"*
- *"I prefer the developments that have staggered levels no higher than 3 storeys"*

### **Parking Provision**

According to respondents, good apartments provide enough parking for new residents, preferably underground. Increasing the number of cars utilizing street parking is not preferable, as it impacts surrounding residents.

Examples of quotes:

- *"a block of apartment in Canterbury R opposite of Forest Hill Chase, they have parking lot under each apartment unit"*
- *"Quest - Mont Albert. Ample parking underneath so that the traffic doesn't cause chaos"*

### **Access**

Good apartment developments provide adequate vehicle access. This includes wide pavements, and traffic consideration. Respondents note that access points should be designed to diminish traffic on main roads.

Examples of quotes:

- *"Not sure of address. The entries, car parks etc were at the back of the building"*
- *"I refer to developments along Whitehorse Rd where there is a service lane which softens the impact on the major part of the road"*

## Part 2: Themes (Poor examples)

Poor quality design or negative examples include the following issues

- Lack of parking
- Traffic impacts
- Overlooking/Overshadowing
- Inappropriate scale & height
- Design
- Overall sentiment against overpopulation and Box Hill-style development

### Lack of Parking

Poor quality apartment examples do not provide sufficient parking for residents and cause overcrowding of on-street parking. This negatively impacts surrounding residents.

Examples of quotes:

- *"we are seeing the overflow on vehicles into neighbouring residential streets"*
- *"Too many cars parked in suburban streets is dangerous for local driving, especially if too close to intersections with major roads"*

### Traffic Impacts

According to respondents, traffic is a major concern with apartment developments. These new residences could cause bottlenecks and negatively impact current residents.

Examples of quotes:

- *"too much high rise with the increase traffic problems"*
- *"There are too many developments that greatly add to much more traffic entering directly onto the road corridors, some without any means of regulating that traffic"*

### Overlooking/Overshadowing

Current residents perceive higher-rise buildings abutting low residential developments as detrimental to natural light and privacy amenity of existing homes. Poor quality apartments overlook smaller developments.

Examples of quotes:

- *"Invasion of privacy of numerous properties, not just in the immediate vicinity"*
- *"Extra tall buildings cast large shadows and affect adjacent buildings by blocking out sunlight"*

### Inappropriate scale & height

According to respondents, some developments are inappropriate for their surroundings. Poor quality apartments are of a height that is not consistent with the existing residential character.

Examples of quotes:

- *"Buildings too high relative to existing homes"*
- *"As a resident in the "residential growth zone" with a family I am extremely concerned about the development and over development that is occurring. We are losing community/ neighbourhood feel"*

## Design

Poor quality apartments use low quality materials and result in a design that is not aesthetically appealing. Residents believe some of the new developments are not designed to a liveable standard internally.

Examples of quotes:

- *"material types, square boxes and lack of colour. These building will quickly be out dated"*
- *"The design is too futuristic, lack of landscape or trees and too high rise"*

## Overall sentiment against overpopulation and Box Hill-style development

There is an overwhelming sentiment from Whitehorse residents that they do not want their neighbourhood to turn into another Box Hill. Respondents object to the type of high-rise developments occurring in this area and believe that development such as this will destroy local amenity and ruin the suburban atmosphere of Whitehorse.

Examples of quotes:

- *"Because it will significantly increase the number of population in these areas and effectively the traffic. Ultimately, the beautiful nature and environment will be ruined by the new developments as well"*
- *"it will become another Box Hill with increasing crime rates and residents of the apartments hanging clothes outside their balconies. More people hanging around the area. All the above are out of control by Police and Council. It will destroy the current peace and tranquillity of the area. Whitehorse Council has been well known to have put revenue before residents who pay rates. The current rates payers have been neglected being protected their life investment (property) and own home by the Council. No more another Box Hill!"*

## 6.o Next steps

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The next steps of the project:

- Undertake Phase 2 engagement
- Write-up Phase 2 engagement findings

## 7.0 Appendices

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The Appendices include:

1. Copy of the newsletter circulated
2. Free-form text responses
3. Individual submissions to Council

## What is this project about?

The City of Whitehorse is currently undertaking the Residential Corridors Built Form Study. This study looks to determine built form guidelines for those areas in the municipality along key road corridors where land is in the Residential Growth Zone (RGZ) and interfaces with land in the Neighbourhood Residential Zone (NRZ) or the General Residential Zone (GRZ).

Guidelines arising from the study will assist in the design of new development along key road corridors, such as Whitehorse Road and Burwood Highway.

## What does built form mean?

Built form relates to the overall visual impression of a building. How a building looks and fits into a local area can depend on qualities such as building setbacks, space between buildings, height, overshadowing, landscaping, pedestrian and vehicle access, its architecture, views of the building and the like.

## Why am I receiving this newsletter?

You have been identified as living within, or near land, in the study area.

## Where is the study area?

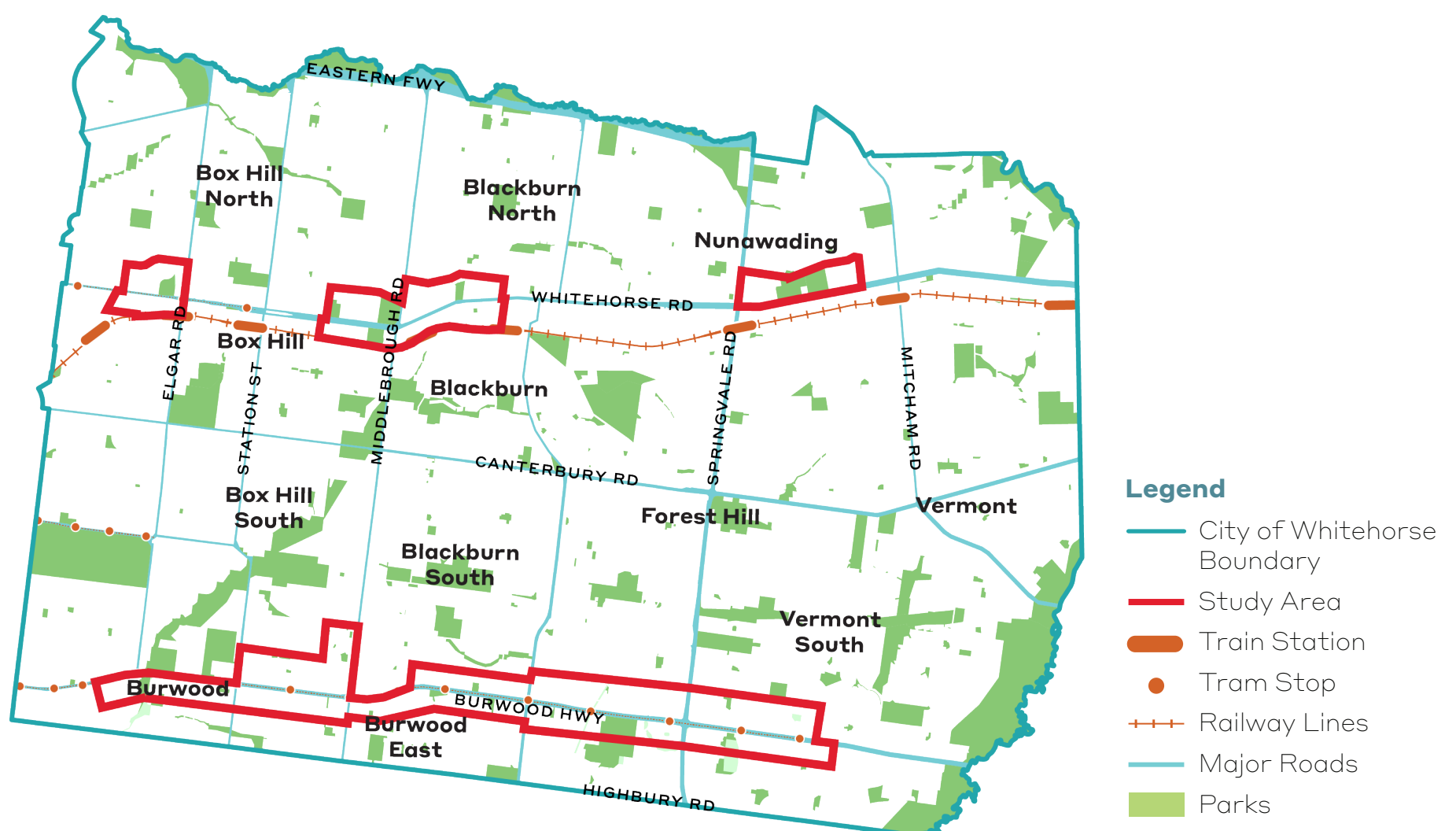
This study focuses primarily on the major east-west tram and road corridors, where there is an interface between the RGZ and GRZ or NRZ to the rear or side.

## What is the Residential Growth Zone (RGZ)?

Land that is intended primarily for residential purposes is generally included in one of the three residential zones – the Neighbourhood Residential Zone (NRZ), the General Residential Zone (GRZ), or the Residential Growth Zone (RGZ).

The RGZ has been applied across metropolitan Melbourne to land identified as suitable for increased residential development, such as locations offering good access to services and transport. The zone encourages a range of housing types, up to and including four storey buildings.

In Whitehorse, the RGZ has generally been applied to land located on main public transport routes, in activity centres and in areas close to railway stations. The application of the zone was based on the Whitehorse Housing Study and Neighbourhood Character Review 2014, and implemented through an amendment to the Whitehorse Planning Scheme (Amendment C160).



Study Areas



## How long will this project take to complete?

It is anticipated that the project will be completed by the end of June 2018. It will then be presented to Council for consideration.

If approved, the final document will be used by Council to assess the design of new development proposed within the Residential Growth Zone along the key road corridors.

## How can I have my say?

Copy the following weblink into the browser of your computer, mobile phone or tablet to access a short survey about the project.

Visit [www.whitehorse.vic.gov.au/Residential-Corridor-Study.html](http://www.whitehorse.vic.gov.au/Residential-Corridor-Study.html) to fill out a short survey or find out more about the project.

## What does the survey ask?

The survey includes three questions and will take between 5-10 minutes to complete.

The survey seeks to understand what is important to you about your local area and your thoughts about what creates good development along major road corridors.

## How long do I have to complete the survey?

The survey closes at midnight on **Sunday 22 April 2018**.

## Why should I provide my input?

By completing the survey, you will have an opportunity to have your say about what is important to you in your local area.

If you don't want to complete the survey, but you still want to stay involved in the project, you can complete your details on the survey site or contact Council on the number below to be added to a mailing list for project information.

## Can I tell my friends or family about this project?

This survey is open to anyone living and working in the area or interested in the project. Please feel free to share this information sheet to other people who you think may be interested in this project.

## What happens next?

The survey responses will be collated and analysed to assist the team with the project.

The project team will then prepare draft guidelines, which will be available for community comment in the coming months.

## How can I find out more information?

For further information, please contact the Strategic Planning Unit at Whitehorse City Council on 9262 6303.



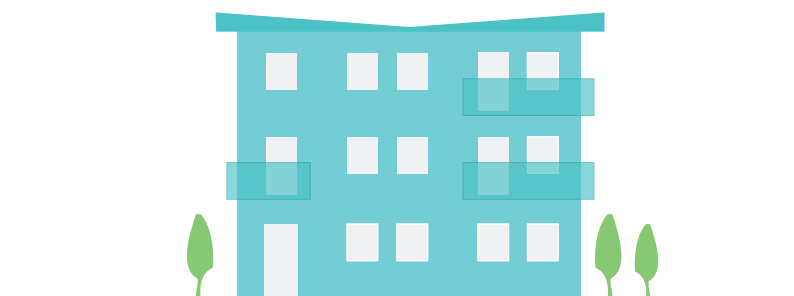
### Neighbourhood Residential Zone

Land in the Neighbourhood Residential Zone is intended for limited change. The zone allows for houses up to 2 storeys in height.



### General Residential Zone

The General Residential Zone allows for a mix of houses and other residential uses up to 3 storeys in height.



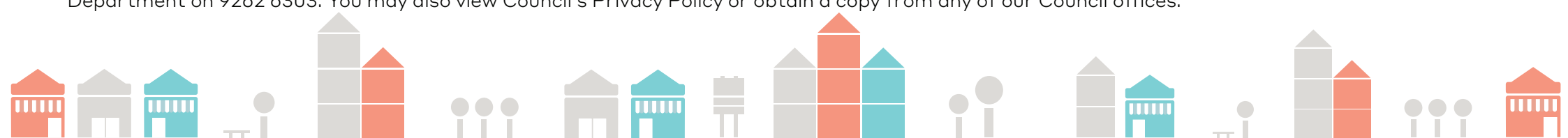
### Residential Growth Zone

Land in the Residential Growth Zone is planned for change. The zone envisages medium density housing such as townhouses and apartments of up to four storeys.

#### TIS Language Assistance

To communicate with Council in a language other than English, call our Telephone Interpreter Service (TIS) on 131 450. Ask to be connected to Whitehorse City Council.

Any personal information collected will be used solely by Council for the primary purpose of conducting the Residential Corridor Built Form Study. The intended recipients of the information are Council's Strategic Planning officers and their consultants. Council may disclose information to organisations authorised to collect it. Individuals have a right to seek access to their personal information and make corrections by contacting the Planning and Building Department on 9262 6303. You may also view Council's Privacy Policy or obtain a copy from any of our Council offices.





# Q1 When thinking about the design of new development along major road corridors, what do you think are the three most important issues to be considered and why?

Answered: 397 Skipped: 0

ANSWER CHOICES	RESPONSES
1.	100.00% 397
2.	97.48% 387
3.	95.72% 380

#	1.	DATE
1	submission	6/1/2018 12:41 PM
2	submission	6/1/2018 12:08 PM
3	submission	6/1/2018 12:05 PM
4	Setback fro roadway	6/1/2018 12:00 PM
5	That they keep development to the major roads only- not the sidestreets behind them	6/1/2018 11:54 AM
6	Setback from street	6/1/2018 11:49 AM
7	Provision of adequate underground car parking	6/1/2018 11:40 AM
8	a. Adequate infrastructure	6/1/2018 11:37 AM
9	Integration into surrounding areas (style)	6/1/2018 11:31 AM
10	Preserving green space and character of the area	6/1/2018 11:19 AM
11	see attachments	6/1/2018 11:14 AM
12	Build further back from the street and further apart to lessen the wind effect	6/1/2018 11:00 AM
13	Parking problems	6/1/2018 10:53 AM
14	Transport infrastructure and accessibility	4/23/2018 7:40 AM
15	Residents along corridor re pollution & noise: a health issue.	4/22/2018 11:56 PM
16	The size of the development	4/22/2018 11:44 PM
17	Egress and access, Traffic to be considered	4/22/2018 11:28 PM
18	asdffgg	4/22/2018 10:57 PM
19	Avoid high buildings - they make the area seem cluttered	4/22/2018 10:47 PM
20	Density of houses - green space between buildings as in unit building in Stockholm and Zurich. Green space for residents/ families to enjoy ie as a parkland	4/22/2018 10:45 PM
21	Ambience of the area. This is in regard to noise,buildings close together and lack of shrubbery and trees which impacts on native animals,birds and insects. Ugly grey buildings which look like factories and prisons. Lack of maintenance and care of rented properties due to absentee owners.	4/22/2018 10:43 PM
22	Green environment, i.e trees with canopy for oxygen	4/22/2018 9:58 PM
23	Existing neighbourhood character	4/22/2018 9:55 PM
24	Sufficient space for parking for cars and other vehicles on the roads and special parking space.	4/22/2018 9:38 PM
25	Not too many townhouses & apartments (RGZ)	4/22/2018 9:31 PM
26	traffic	4/22/2018 8:59 PM

27	Carparking	4/22/2018 8:56 PM
28	Need adequate parking so people don't park on street	4/22/2018 8:33 PM
29	Avoid destroying the character of the suburb, because the people already living in the suburb have chosen to live there because they like the character.	4/22/2018 8:24 PM
30	Height of buildings	4/22/2018 7:21 PM
31	Overlooking into neighbouring properties : the loss of privacy for people who live in houses near by	4/22/2018 6:04 PM
32	Traffic management in nearby streets because we want to maintain our quality of life in quiet suburban residential streets	4/22/2018 4:57 PM
33	Parking	4/22/2018 4:48 PM
34	Access to Transport	4/22/2018 4:32 PM
35	The rights of existing residents, who have chosen to live in the area because of the existing environment and amenity.	4/22/2018 3:15 PM
36	Avoid over development to retain neighborhood character	4/22/2018 3:09 PM
37	Parking	4/22/2018 2:43 PM
38	Loss of privacy due to high rise buildings	4/22/2018 1:14 AM
39	Not adversely impacting traffic flow on the major roads. Road lanes are not primarily for car parking. Even if signage has allowed it, in prior years motorists generally would not park on Burwood Highway in the RGZone marked. Now the rezoning has created much bigger developments than foreseen with inadequate parking for visitors, etc causing a loss of lane and severely impacting traffic flow on the centre lane as traffic has to merge.	4/21/2018 11:44 PM
40	Vehicle access - must be from major road to prevent clogging up of residential streets.	4/21/2018 6:52 PM
41	Drainage - more development usually means less open land to absorb rainfall and the current drainage system cannot cope with heavy run off.	4/21/2018 3:08 PM
42	Impact on and privacy of existing homes	4/21/2018 2:50 PM
43	overlooking neighboring houses, side & back	4/21/2018 1:50 PM
44	preserving and complementing existing neighborhood character	4/21/2018 1:24 PM
45	high residential zoning	4/21/2018 11:59 AM
46	The "feel" of the suburb needs to be maintained if possible - there are important heritage areas that must be protected	4/21/2018 10:51 AM
47	Traffic congestion - Box Hill City has reached a point where congestion and lack of available parking is ruining the amenity of the neighbourhood.	4/21/2018 9:22 AM
48	retail shop	4/20/2018 9:40 PM
49	architecture	4/20/2018 9:32 PM
50	Protection of existing residential amenity including access to sunlight, privacy and trees and landscaping	4/20/2018 8:06 PM
51	the impact on suburbia, particularly when new homes have been erected in a 'suburban' area	4/20/2018 4:09 PM
52	Greenery	4/20/2018 4:00 PM
53	good economy	4/20/2018 3:56 PM
54	shops	4/20/2018 3:50 PM
55	Parking in the area. Can the roads nearby cope with more traffic?	4/20/2018 1:31 PM
56	Overdevelopment of the site	4/20/2018 12:52 PM
57	Parking in surrounding streets	4/20/2018 12:01 PM
58	The design should tackle for long-term growth because Australia population booming, we are facing the constraints on land and resources	4/20/2018 11:17 AM
59	Aesthetics & consideration of existing residential area	4/20/2018 10:40 AM

60	setback and privacy - height affects overlooking to neighbours	4/19/2018 10:31 PM
61	Local identity and character (i.e. aesthetics)	4/19/2018 9:36 PM
62	style	4/19/2018 8:10 PM
63	the new development must fits in with the existing character of the area. Blackburn is a leafy suburb so it is important that the area does not become overdeveloped which will ruins the character of the area.	4/19/2018 4:52 PM
64	The existing built form and how the new development works with it. New development should not overshadow nor dwarf existing dwellings. There should be a mid level buffer zone. It is these existing dwellings and their occupants that have shaped the neighbourhood.	4/19/2018 3:31 PM
65	Where are they all going to park their cars?	4/19/2018 3:27 PM
66	price.because we don't want to have heavy morgate	4/19/2018 3:06 PM
67	Well thought design,not just a concrete block,not overly contrast to local environment	4/19/2018 12:40 PM
68	Impact of structure on nearby residents	4/19/2018 10:30 AM
69	TRAFFIC. Is a lot heavier in the area now than 5 yrs ago.	4/18/2018 9:39 PM
70	Integrity of the area's founding heritage	4/18/2018 8:34 PM
71	Parking space for cars and visitors.	4/18/2018 7:31 PM
72	Traffic Conditions - should be less congested	4/18/2018 10:18 AM
73	Keeping low density housing to decrease parking congestion on major roads	4/18/2018 10:11 AM
74	off street parking	4/18/2018 7:59 AM
75	Medium density housing increases car traffic even if they are situated near trams and trains	4/18/2018 7:57 AM
76	traffic	4/17/2018 1:37 PM
77	Four storey apartments not to negatively impact upon the light/northerly sun aspect existing single storey dwellings & privacy of occupants in streets behind Burwood Highway.	4/17/2018 11:30 AM
78	Design worthy of prominent position	4/17/2018 11:02 AM
79	Height of development - we do not want skyscrapers in our backyard	4/17/2018 8:55 AM
80	The increased number of population	4/17/2018 6:43 AM
81	Trees - Too many trees obstruct the development	4/16/2018 9:39 PM
82	Noise Pollution to allow some peaceful times for residents	4/16/2018 9:19 PM
83	Good access to services and transport area should increase density to let more people to share the service and transport.	4/16/2018 8:37 PM
84	Privacy and Residential Character	4/16/2018 6:24 PM
85	Traffic - cars / parking / busy periods	4/16/2018 6:11 PM
86	Parking - will there be a backlog in the parking on side streets causing potential accidents to happen especially during the busy periods of the day	4/16/2018 5:56 PM
87	Traffic management - I hope that's obvious. So traffic moves freely around suburb. Other developments in area are causing bottlenecks and delays	4/16/2018 5:26 PM
88	Don't disrupt the historic quiet residential area where is not on the main-road side	4/16/2018 11:43 AM
89	Type of construction to be undertaken. Building height, planned layout, materials used, and whether aesthetically pleasing within the surrounding environment.	4/16/2018 10:39 AM
90	The Look of the building that it fits the environment	4/16/2018 9:29 AM
91	preserve the environment and character	4/15/2018 11:10 PM
92	Traffic increase. New developments will increase traffic in areas where is already critical such as Burwood highway and Springvale Rd	4/15/2018 9:23 PM
93	design should complement exisiting houses (ie no 'boxes')	4/15/2018 6:06 PM

94	no idea what you are talking about the information	4/15/2018 5:17 PM
95	amenity to the area	4/15/2018 4:27 PM
96	Appearance to passers by	4/15/2018 1:38 PM
97	Population density numbers	4/15/2018 1:00 PM
98	Traffic management to ensure no loss of accessibility for current residents	4/15/2018 12:23 PM
99	Limit on height of apartments & number of buildings	4/15/2018 12:11 PM
100	Appearance	4/15/2018 10:16 AM
101	Setback and street appeal with some vegetation to break the starkness and allow good pedestrian access and safety along the pavements	4/15/2018 9:14 AM
102	traffic	4/15/2018 7:34 AM
103	Traffic - increase in density along major road development means increase in vehicle floor	4/14/2018 9:26 PM
104	Parking for development and impact on local residents	4/14/2018 8:03 PM
105	Traffic should be able to travel at 60-80km/h, to ensure roads actually work for transportation	4/14/2018 7:35 PM
106	A	4/14/2018 6:23 PM
107	Proportional increase in frequency in public transport options.	4/14/2018 4:36 PM
108	Maintenance of existing off highway residential streetscape/character	4/14/2018 4:12 PM
109	Height of buildings as they can impact on surrounding existing buildings visually and in keeping with the environment.	4/14/2018 4:01 PM
110	set back from the road to allow for greenery at the front - not fill the entire block with building	4/14/2018 2:10 PM
111	off road parking	4/14/2018 1:58 PM
112	Set back from the road	4/14/2018 1:41 PM
113	Traffic Volume and Flow	4/14/2018 1:07 PM
114	Urban density	4/14/2018 12:49 PM
115	Public traffic	4/14/2018 11:51 AM
116	Vehicles both parked and moving	4/14/2018 10:49 AM
117	Traffic	4/13/2018 9:55 PM
118	Over Population after the project completion	4/13/2018 9:33 PM
119	definitely aesthetic appearance	4/13/2018 6:43 PM
120	Height- not too imposing on smaller dwellings	4/13/2018 4:01 PM
121	The proposed site of the development has access for foot & vehicular traffic so as not to have a detrimental effect on an adjoining residential area.	4/13/2018 1:56 PM
122	Impact on neighbourhood	4/13/2018 11:58 AM
123	Safety of local residences	4/13/2018 7:44 AM
124	Keep attractive ambiance of the area through ensuring maximum height of 4 storeys, eye pleasing/ well built structures and plenty of green space allotted for parks and trees. We wish to keep our environment as attractive, treed and healthy as possible.	4/12/2018 7:25 PM
125	Impact on existing residents	4/12/2018 6:32 PM
126	Are hey going to completely change the existing character of the area and thus ruin a good cohesive neighbourhood.	4/12/2018 5:43 PM
127	traffic congestion	4/12/2018 3:22 PM
128	Traffic	4/12/2018 2:37 PM
129	Height	4/12/2018 2:34 PM

130	The height and mass/bulk of the proposed development must be visually consistent and compatible with the streetscape of the neighbourhood	4/12/2018 9:47 AM
131	aesthetic/ecological disruption; i.e. effects to local gardens and visual ambiance - ensuring larger developments don't cause literal overshadowing across areas designed for natural lighting (courtyards and entertainment areas) or requiring natural lighting (long-standing gardens)	4/11/2018 10:33 PM
132	Too much population density only in specific areas.	4/11/2018 8:13 PM
133	Impact to current infrastructure	4/11/2018 4:12 PM
134	Bulk and obstruction to light and sunlight	4/11/2018 2:45 PM
135	height of project, size of shadow on surrounding properties	4/11/2018 1:15 PM
136	Appearance and disgusting clothes racks on balconies	4/11/2018 12:30 PM
137	size of building	4/11/2018 11:05 AM
138	Enviroment	4/11/2018 8:53 AM
139	Access - how do residents get to and from their dwelling	4/10/2018 7:53 PM
140	Avoiding Multi-storey developments	4/10/2018 7:40 PM
141	Need to present an attractive streetscape, just because a street carries a lot of traffic does not mean that it can't be pleasing to look at	4/10/2018 7:32 PM
142	Traffic safety	4/10/2018 6:42 PM
143	Interaction with existing built forms	4/10/2018 4:14 PM
144	Height/Size restrictions. The area of concern with its primarily single and some double story dwellings, was never designed and laid out to support high density living. Besides being totally out of character and a blight on the surrounds, excessive height and density will ultimately lead to a subsequent deterioration in the amenities and living conditions of the area.	4/10/2018 3:43 PM
145	Over development	4/10/2018 1:17 PM
146	convenient to access to all kinds of facilities, including the choices of residential living conditions	4/10/2018 11:43 AM
147	Environment, noise,Pollution, rubbish waste problem	4/10/2018 11:23 AM
148	traffic - facilitate accessibilty and avoid traffic jam	4/9/2018 9:24 PM
149	not sufficient height restrictions and over looking	4/9/2018 8:45 PM
150	increased population leading to increased traffic and 'overloading' of current infrastructure	4/9/2018 8:13 PM
151	increasing density to ensure a vibrant neighbourhood	4/9/2018 7:26 PM
152	Height of buildings	4/9/2018 5:23 PM
153	Protecting amenity of existing residents	4/9/2018 4:15 PM
154	Height- Affects surrounding owners	4/9/2018 4:14 PM
155	Density of developments	4/9/2018 9:29 AM
156	overcrowding. Declining amenity	4/9/2018 7:56 AM
157	maintaining safety for motorists and pedestrians	4/8/2018 9:35 PM
158	Height, height, height of developments!	4/8/2018 6:05 PM
159	Maintaining liveability and amenity	4/8/2018 4:05 PM
160	Current neighbourhood - People have chosen to live in a neighbourhood and do not wish to be built out	4/8/2018 3:29 PM
161	Ensuring existing population density is not increased	4/8/2018 1:36 PM
162	Appearance	4/8/2018 1:35 PM
163	Public transport capacity	4/8/2018 12:52 PM
164	Set back from the road with garden and greenery to maintain a healthy environment for the residents and surrounding neighbours.	4/8/2018 9:11 AM

165	Impact on traffic flow entering and exiting new developments. This is important for road safety reasons- ie increased risk of crashes, risk to life and safety, road congestion, commuter times, etc.	4/7/2018 5:18 PM
166	Safety	4/7/2018 3:35 PM
167	tbd	4/7/2018 10:59 AM
168	don't sacrifice greenspace and trees - these are what make a neighborhood livable and also contribute to the health and wellbeing of the community	4/7/2018 8:53 AM
169	The increased load of vehicular traffic	4/6/2018 11:40 PM
170	current residents	4/6/2018 3:59 PM
171	Infrastructure support eg hospitals for high density living- Box Hill Hospital's resources are already stretch without all the additional health needs represented in the massive increase in population	4/6/2018 1:20 PM
172	Traffic access, cars on owners property, not street.	4/6/2018 1:00 PM
173	impact on surrounding residences	4/6/2018 10:09 AM
174	nice landscaping	4/5/2018 10:29 PM
175	Parking	4/5/2018 7:52 PM
176	Over-density	4/5/2018 4:13 PM
177	Existing neighbourhood.	4/5/2018 2:47 PM
178	Car parking for new developments and the flow on effect in nearby streets	4/5/2018 11:22 AM
179	Appropriateness for area	4/5/2018 10:35 AM
180	Traffic	4/4/2018 10:23 PM
181	Existing amenity	4/4/2018 6:03 PM
182	Public transportation stations	4/4/2018 5:54 PM
183	Access to public transport	4/4/2018 2:36 PM
184	Sound insulation for internal occupants	4/4/2018 2:32 PM
185	Traffic - able to cater for traffic volume, parking, public transport	4/4/2018 12:29 PM
186	Exiting and accessing the properties, this will have a major impact on traffic in surrounding streets, all traffic entering and exiting developments along Burwood highway should be only accessible via Burwood hwy, reducing impact of surrounding neighbours. No thoroughfare from major road corridors to residential streets.	4/4/2018 12:22 PM
187	blend in with existing HOMES in area	4/4/2018 11:28 AM
188	Size of the development	4/4/2018 9:44 AM
189	Blending in with existing properties	4/4/2018 8:28 AM
190	Community. Developments should support neighbours getting know each other and interact.	4/3/2018 8:29 PM
191	parking- maybe more cars need the parking	4/3/2018 8:25 PM
192	On-street parking - commercial & residential developments that do not provide sufficient off-street parking create spillover parking on major roads, restricting traffic flow, and spillover parking in residential streets, affecting local amenity	4/3/2018 4:37 PM
193	Car parking: at least one car park for each dwelling	4/3/2018 4:05 PM
194	Whats best for developers	4/3/2018 2:12 PM
195	Maintenance of green, open space. One of the attractions of the City of Whitehorse is it's amount of green, open space, with increased residential density maintenance of this open space is important.	4/3/2018 12:57 PM
196	Residents views - concerns from residents should be considered, especially nearby ones as they are most affected by the decision, especially about privacy, lack of sunlight, noise and increased traffic. If majority don't support the development, then it should NOT go ahead.	4/3/2018 11:35 AM

197	Inevitable increase in vehicle traffic on the roads in question.How willl this be managed? Provision of sufficient offroad parking	4/3/2018 10:34 AM
198	Jo	4/3/2018 9:46 AM
199	Parking	4/3/2018 9:20 AM
200	Maintaining local character	4/3/2018 9:15 AM
201	Access to public transport	4/3/2018 8:21 AM
202	Higher Residential density levels (housing)	4/3/2018 12:36 AM
203	Parking, with priority given for residents	4/2/2018 11:29 PM
204	Residents already living in the zones	4/2/2018 10:28 PM
205	Height and look of the buildings; because aesthetics matter	4/2/2018 9:38 PM
206	The right accomodation for the needs of the local residents	4/2/2018 9:17 PM
207	environmental	4/2/2018 8:23 PM
208	Transport access	4/2/2018 7:24 PM
209	transport	4/2/2018 6:41 PM
210	Over shadowing south side houses. Access to sunlight is a right.	4/2/2018 6:37 PM
211	Increased traffic	4/2/2018 5:46 PM
212	Overlooking	4/2/2018 5:25 PM
213	aesthetics consistency	4/2/2018 5:21 PM
214	Visual	4/2/2018 5:00 PM
215	2 units per block	4/2/2018 4:52 PM
216	Public health and safety	4/2/2018 4:33 PM
217	How loud it is	4/2/2018 4:24 PM
218	The rights of existing neighbouring land owners	4/2/2018 2:02 PM
219	Interface between the higher density apartment developments and housing which is located next door and/or to the rear of the proposed development	4/2/2018 1:40 PM
220	Balance between buildings and greenery	4/2/2018 12:25 PM
221	Fits the surroundings	4/2/2018 12:04 PM
222	Car traffic flow	4/2/2018 11:49 AM
223	The look of the facade	4/2/2018 11:23 AM
224	How they look. Dont want a wall of multi storey buildings	4/2/2018 11:06 AM
225	Road Congestions	4/2/2018 10:13 AM
226	Traffic congestion, parking off road rather than clogging already congested roads e.g. Burwood highway west of Middleborough Rd	4/2/2018 9:20 AM
227	Rubbish bin location	4/2/2018 8:18 AM
228	Character of the suburb	4/1/2018 5:39 PM
229	Traffic conjection - parking/traffic flow must be optimised and not allowed to become cluttered and difficult to move through.	4/1/2018 9:07 AM
230	Adequate Parking - without it residents, visitors, staff and customers are forced to park in local streets with massive negative impacts on amenity - additional traffic, inconsiderate and illegal parking, additional noise	3/31/2018 7:46 PM
231	Traffic flow	3/31/2018 7:43 PM
232	Ensuring current residents are adequately compensated for their property	3/31/2018 7:01 PM



233	The impact on the general population and in particular, local residents. Why? Because people is all about what Australia is.	3/31/2018 3:33 PM
234	Major contributions to road safety	3/31/2018 3:18 PM
235	Access to Public Transport	3/31/2018 3:04 PM
236	minimise impacts onto nearby non-RGZ residents	3/31/2018 2:43 PM
237	Impact on adjoining low rise residential areas	3/31/2018 2:00 PM
238	Sufficient public transport	3/31/2018 1:19 PM
239	Density (Increased parking demands, litter, etc.).	3/31/2018 1:19 PM
240	The impact on existing residents and their lifestyle	3/31/2018 12:23 PM
241	impact on residential areas	3/31/2018 11:45 AM
242	Make good use of public transport	3/31/2018 11:00 AM
243	Traffic and parking. Need enough space for parking and the traffic during the peak hour.	3/30/2018 10:33 PM
244	Convenient of efficient and affordable public transport in the new development area. The current tram public transport must be upgraded and improved to accommodate higher density of populations	3/30/2018 10:10 PM
245	THINK SUSTAINABLE, long term!	3/30/2018 9:55 PM
246	Must use the American Apartment Style System! Three stories, each apartment holds entire floor with underground parking.	3/30/2018 9:31 PM
247	traffic and road safety issues	3/30/2018 8:31 PM
248	Height, needs to be in proportion to surrounding buildings	3/30/2018 8:16 PM
249	The height being too high	3/30/2018 8:05 PM
250	Free flow of traffic	3/30/2018 3:23 PM
251	Height limitations	3/30/2018 3:17 PM
252	Infrastructure - water, sewerage, electricity,	3/30/2018 2:22 PM
253	livability	3/30/2018 1:45 PM
254	Height Limits - If I wanted to live in Shanghai I would move there	3/30/2018 12:57 PM
255	No more than medium density	3/30/2018 12:42 PM
256	Y	3/30/2018 12:17 PM
257	Catering for growth	3/30/2018 11:24 AM
258	a	3/30/2018 10:57 AM
259	No parking should be allowed on any main corridor to allow 2 - 3 lanes of unimpeded traffic flow at ALL times, not just between certain hours.	3/30/2018 10:12 AM
260	The height of the building can be too big	3/30/2018 10:02 AM
261	Height - don't want a CBD feel to the streets	3/30/2018 9:50 AM
262	Road congestion - how can it be prevented? How can alternative transport be encouraged? Safe bike paths, easy access to public transport.	3/30/2018 9:27 AM
263	Meet the increasing needs of the people in the area	3/30/2018 8:36 AM
264	View of the building	3/30/2018 8:19 AM
265	movement of cars on residential streets	3/30/2018 7:52 AM
266	Sufficient off-street parking so cars don't park on the road reducing the number of free-flowing lanes	3/29/2018 10:21 PM
267	Building Height - tall buildings often not blend in well with existing houses/landscape/street view. And, block the much needed sunlight the neighbour houses need.	3/29/2018 9:31 PM
268	Setback	3/29/2018 9:13 PM



269	Height impact on neighbouring property & shadow it casts on surrounding property	3/29/2018 7:45 PM
270	Suburban facilities suitable for families	3/29/2018 7:13 PM
271	Fit in with existing buildings.	3/29/2018 6:55 PM
272	safety (with big trucks on the road)	3/29/2018 4:57 PM
273	Overlooking, overshadowing and other invasion of privacy and intrusive destruction of existing amenities and trees needs to be considered. The area cannot sustain such ridiculous population explosion. To a large extent this whole corridor has already been overdeveloped and ruined.	3/29/2018 2:40 PM
274	The density of the local populations should not adversely impose difficult to essential road traffic, accommodation and surrounding facilities.	3/29/2018 2:06 PM
275	Congestion	3/29/2018 1:54 PM
276	Restrict amount in RGZ abutting service road/Hwy	3/29/2018 1:44 PM
277	you need to consider the existing residents above all!!!	3/29/2018 1:09 PM
278	Accessibility to amenities	3/29/2018 11:51 AM
279	Buildings should be aesthetically pleasing to the eye and not detract from the characteristics or built form of the immediate areas.	3/29/2018 11:07 AM
280	Parking	3/29/2018 10:54 AM
281	sufficient existing infrastructure to support developments	3/29/2018 10:51 AM
282	Safety of pedestrians	3/29/2018 10:34 AM
283	Overshadow to adjoining properties	3/29/2018 10:15 AM
284	Road safety because of increased traffic	3/29/2018 9:51 AM
285	parking is a major issue ensure there is enough off street parking as the major roads are being reduced from three lanes to two along burwood hwy	3/29/2018 9:46 AM
286	Overshadowing (Impact to existing properties)	3/29/2018 9:21 AM
287	xxxxx	3/29/2018 9:19 AM
288	congestion - growth increases traffic and demand for parking. There are concerns around traffic speed, safety, pedestrian access, and parking which will need to be addressed.	3/29/2018 8:45 AM
289	Scale	3/29/2018 8:39 AM
290	Aesthetics - fitting in with the character of the local neighborhood	3/29/2018 8:26 AM
291	will there be enough off road parking	3/29/2018 8:16 AM
292	Height - too high gives an unfriendly housing commission feel and in terms of abutting a residential property will impact the amenity of the property and reduce the amount of light	3/29/2018 8:14 AM
293	Sufficient space for placement of general rubbish and recycling bins, so that pavements / streets may remain clean, neat and not congested.	3/29/2018 7:15 AM
294	design	3/29/2018 1:54 AM
295	Public transport	3/28/2018 10:13 PM
296	Impact on the road corridor and surrounding roads (people parking along Burwood Highway, introducing bottlenecks at entrances to new multi-dwelling sites, introducing accident spots at entrances affected by people used to following different driving rules about how to enter and exit properties, some entrances require sharp turns to get in and out on Middleborough Road and making bottlenecks even worse, people parking in side streets in front of other residents impacting bin pick up and use of parking space for tradespeople or skips, side streets becoming choked with all the extra parked cars and people parking in front of solid white lines, people parking in bends and blocking trucks eg service lane at 179 Burwood Highway, Burwood East)	3/28/2018 9:29 PM
297	Setbacks as this affects walk-ability	3/28/2018 9:10 PM
298	A	3/28/2018 9:01 PM
299	Impact on other residents	3/28/2018 7:58 PM

300	Height	3/28/2018 7:55 PM
301	Traffic and transport access	3/28/2018 7:54 PM
302	I just want to say i thought we did this are the area highlighted was removed from the idea previously.	3/28/2018 7:51 PM
303	Parking spots in the development	3/28/2018 7:40 PM
304	Off-Street Car Parking	3/28/2018 6:58 PM
305	Parking	3/28/2018 5:19 PM
306	Building height and congestion	3/28/2018 4:06 PM
307	Compatibility with existing built form so as not to destroy neighbourhood lifestyle.	3/28/2018 3:24 PM
308	Appearance, it should blend within the character of the area.	3/28/2018 3:07 PM
309	Density housing - low density is preferred	3/28/2018 1:59 PM
310	We need access to entering the major road eg Traffic Lights Burwood Highway is dangerous to enter and impossible at peak times	3/28/2018 1:48 PM
311	Parking facilities onsite only, with visitor parking	3/28/2018 12:52 PM
312	too crowdy, not safe for driving and living	3/28/2018 12:20 PM
313	Interface with major road	3/28/2018 12:19 PM
314	Overload of traffic to & from Eastern Freeway	3/28/2018 12:01 PM
315	Existing residents. Council is there to represent residents first and foremost.	3/28/2018 11:46 AM
316	Street Scape must be considered as it should not contravene the existing street, Scape. Despite that some road corridors are on major roads, it is still important for the designs to fit in with the existing residences/building. e.g. if there are no other residence or building exceeding two storey's then it is imperative that any new design not exceed this limit.	3/28/2018 11:38 AM
317	Current landowners	3/28/2018 11:34 AM
318	Overdevelopment and loss of amenity for surrounding homes - visual bulk and inappropriate size and design for the area. The area between the railway line and Whitehorse Rd, especially Frankcom St should never have been blanketly placed in this zone. Frankcom St is a compromised, short, narrow, dead-end street with no turning circle. When cars are parked both sides there is barely room to get through let alone for emergency service vehicles to get down the street. These new 4 storey apartments need pumper vehicles and they just wont fit down the street. As it fire engines have had to reverse back up the street and ambulance reverse down and that was before the new town houses in the street.	3/28/2018 11:28 AM
319	Adequate public services. This is very important when the population density increases in urban areas as well as when population shifts within a region in general.	3/28/2018 11:25 AM
320	Safety ( access to major roads / visibility )	3/28/2018 11:09 AM
321	Good set back to include space for canopy trees was mandatory on the south side of Whitehorse Road between Elgar and Nelson Roads during a past developmental time	3/28/2018 10:46 AM
322	How high they are built on such small blocks	3/28/2018 10:40 AM
323	Housing heritage	3/28/2018 10:34 AM
324	Aesthetically Pleasing & Timeless - will not date	3/28/2018 10:32 AM
325	Highest and best use for land	3/28/2018 9:41 AM
326	traffic congestion	3/28/2018 9:05 AM
327	Infrastructure - Roads, sewer, parking	3/28/2018 8:47 AM
328	traffic increases, pedestrian crossings	3/28/2018 7:57 AM
329	Building enough parking spots so they don't resort to parking in front of your home because developers cheaped out on parking	3/28/2018 7:53 AM
330	The impact of these concrete structures on the Residential Character of the existing neighbourhood	3/28/2018 7:39 AM

331	Avoid placing any housing within PM 2.5 off-flow from road	3/28/2018 7:22 AM
332	Parking. often appartments only have 1 car space. This is not enough, which then puts pressure on the surrounding roads.	3/28/2018 6:58 AM
333	Aerial space	3/28/2018 6:51 AM
334	Better planning	3/28/2018 6:47 AM
335	Infrastructure to support the residential growth	3/28/2018 6:42 AM
336	Traffic	3/28/2018 6:26 AM
337	Safety: for travellers and residents in the area; because safety for all is paramount	3/28/2018 4:52 AM
338	no more apartment buildings	3/28/2018 12:15 AM
339	Accessibility Improvement to nearby facilities - schools, parks, stations etc	3/27/2018 9:59 PM
340	Height compared with properties behind the proposed new development	3/27/2018 9:35 PM
341	Green land and trees	3/27/2018 9:24 PM
342	Impact to current residents eg noise, quality of living	3/27/2018 9:19 PM
343	Off street parking	3/27/2018 8:48 PM
344	More people meaning more likely for traffic holdups	3/27/2018 8:44 PM
345	The traffic along the major road/intersection will be affected;	3/27/2018 8:43 PM
346	Traffic congestion	3/27/2018 8:41 PM
347	How any change / building plans/businesses/ traffic road changes will impact on the monetary value of existing homes in the area	3/27/2018 8:35 PM
348	consistent design to avoid ugly mismatches	3/27/2018 8:28 PM
349	Parking	3/27/2018 8:17 PM
350	Parking for visitors and building and local residents	3/27/2018 7:06 PM
351	Traffic	3/27/2018 6:59 PM
352	1	3/27/2018 6:46 PM
353	Height, Overlooking, increase in population density	3/27/2018 6:39 PM
354	do not build houses more than 2 storeys shops	3/27/2018 6:07 PM
355	Current residents - properties have been purchased in good faith without the knowledge that they may be built out by 4 storey buildings	3/27/2018 6:00 PM
356	Comfortable living for existing residents	3/27/2018 5:41 PM
357	Residents already living in the area and their opinion: inappropriate building is rift in Whitehorse and residents in general are disgusted with council's inflexibility to act on opinion from residents	3/27/2018 5:37 PM
358	Surrounding neighbourhood ambience	3/27/2018 5:31 PM
359	access to public transport	3/27/2018 5:11 PM
360	Mix of housing; not just all giant apartment buildings, but some townhouses, units etc	3/27/2018 5:00 PM
361	Vehicle access to and from the property onto the road so that others are not adversely impacted when residents attempt to get into/out of their properties	3/27/2018 4:40 PM
362	conformity (nothing outlandish)	3/27/2018 4:38 PM
363	Traffic congestion. Springvale Road and Burwood Highway are currently terrible in peak hour.	3/27/2018 4:37 PM
364	do not build houses more than 2 storeys	3/27/2018 4:32 PM
365	Increased traffic	3/27/2018 4:31 PM
366	Free flow of traffic not impeded by parking	3/27/2018 4:28 PM
367	Height - despite supposed 4 storeys, we already have 5 in some places	3/27/2018 4:27 PM

368	Vehicle parking	3/27/2018 4:19 PM
369	Height of the proposed development	3/27/2018 3:57 PM
370	Environment and pollution	3/27/2018 3:47 PM
371	Building set back from the road to enable a vegetation barrier from road noise	3/27/2018 3:39 PM
372	appearance must harmonize with neighbourhood, not eye catching colors or too futuristic building because it will ruin the scenery.	3/27/2018 3:37 PM
373	Much more thought going into the designs of builings. more space between the builings . Better laundry designs so people do not display their washing.	3/27/2018 3:36 PM
374	Parking - existing residents should not be inconvenienced.	3/27/2018 3:29 PM
375	Street facades	3/27/2018 3:26 PM
376	Four stories mean more people and additional traffic	3/27/2018 3:03 PM
377	parking, most developments around Box hill have no offstreet parking, when parking is offered most residents park in the street on beside garages to utilise more space	3/27/2018 2:38 PM
378	capacity to carry all through traffic smoothly and fast	3/27/2018 2:06 PM
379	Housing Accessibility because there is a shortage of housing	3/27/2018 1:49 PM
380	There will be up to 10 times as many people living in the area, changing the local ambience permanently in several deleterious ways. The local side streets no longer be quiet, tree lined places but will become busy with traffic and clogged with parked cars and there will be up to ten times the litter.	3/27/2018 1:42 PM
381	Protection from over-development	3/27/2018 1:41 PM
382	Movement of traffic. Entry and exit to the new development must be such as to not impede the traffic flow on the road corridor.	3/27/2018 1:31 PM
383	Neighbouring residents aren't affected	3/27/2018 1:27 PM
384	Greenery for airquality	3/27/2018 1:26 PM
385	The intrusion on neighbouring propertys ie shading,privacy noise	3/27/2018 1:17 PM
386	Slowdown on road	3/27/2018 1:04 PM
387	Renewal of built environment	3/27/2018 1:02 PM
388	Trees and open space remaining.	3/27/2018 12:41 PM
389	Visually appealing for aesthetics	3/27/2018 12:20 PM
390	Infrastructure	3/27/2018 11:58 AM
391	Open space	3/27/2018 11:49 AM
392	Parking spaces. Inadequate parking means cars will on the road , which then blocks the roads	3/27/2018 11:49 AM
393	Parking -- Lack of sufficient parking leads to 2	3/27/2018 11:31 AM
394	traffic congestion	3/27/2018 9:10 AM
395	1	3/23/2018 12:57 PM
396	Snn	3/23/2018 12:33 PM
397	fshdas	3/23/2018 12:23 PM
#	2.	DATE
1	Not effect local area visual or safety	6/1/2018 12:00 PM
2	Provision for off the road parking in new monstrosities	6/1/2018 11:54 AM
3	Street trees, shorted ones under power lines	6/1/2018 11:49 AM
4	Quality/aesthetics of build	6/1/2018 11:40 AM
5	b. Traffic flow and adequate parking	6/1/2018 11:37 AM

6	Self-contained (off-street parking, bike storage, bins)	6/1/2018 11:31 AM
7	Impact on surrounding areas- height/shadow, off-street parking	6/1/2018 11:19 AM
8	Insist on carparking for every bedroom or renamed rooms that will be used for bedrooms	6/1/2018 11:00 AM
9	Over commercial buildings	6/1/2018 10:53 AM
10	Traffic flow and congestion	4/23/2018 7:40 AM
11	Overshadowing: ?less sun -> colder, affecting gdns; life quality	4/22/2018 11:56 PM
12	How it impacts existing residents and environment	4/22/2018 11:44 PM
13	Height, Scale, Volume, Design, Materials,	4/22/2018 11:28 PM
14	Adequate setback to avoid a cluttered feel	4/22/2018 10:47 PM
15	Availability of parking	4/22/2018 10:45 PM
16	Extra traffic which causes difficulties in accessing Because of increased traffic there is difficulty in accessing main roads from side streets as well as increased noise fr Difficulty in accessing main roads from side streets due to the increased number number of vehicles as well as increased noise and fumes. om more vehicles more frequently. .ell as increased noise from the vehicles	4/22/2018 10:43 PM
17	Space, i.e the wide open space	4/22/2018 9:58 PM
18	Local Traffic Issues	4/22/2018 9:55 PM
19	Driveways so that cars and traffic can drive easily along the main roads and small roads in the neighbourhood.	4/22/2018 9:38 PM
20	Traffic congestion in and around RGZ	4/22/2018 9:31 PM
21	density	4/22/2018 8:59 PM
22	Need to make the design's look good and fit in with the area	4/22/2018 8:33 PM
23	Don't cause additional parking and transport difficulties. Often new developments fail to consider how many people will require the use of a car to live at, shop at, or visit a development.	4/22/2018 8:24 PM
24	Sufficient on site parking for both residents & visitors	4/22/2018 7:21 PM
25	Car parking and conjection in side streets. NO dispensation for car parking .The Pegasses building on Whitehorse rd Mitcham has cars parked out front 24/7 and when it was a house no cars parked there.	4/22/2018 6:04 PM
26	The impact of medium density housing on the residential areas it backs onto. Building this type of housing will affect the quality of life that surrounding residents have.	4/22/2018 4:57 PM
27	Public transport	4/22/2018 4:48 PM
28	Access to Schools	4/22/2018 4:32 PM
29	Maximising existing neighbourhood character, because the interests of the local rate-paying community should take precedence over maximising profit for private developers who are unlikely to even live in the area.	4/22/2018 3:15 PM
30	Ensure sufficient car parking to avoid congestion	4/22/2018 3:09 PM
31	Streetscape	4/22/2018 2:43 PM
32	Parking problems	4/22/2018 1:14 AM
33	Buildings need to be designed to be sensitive to the surrounding neighbourhood. It's extremely unfair to rezone an area which has been effectively double storey residential for decades to now RGZ directly triggering developers to turn them into 5 and 6 storey buildings for maximum profit (as they are near me) and not expect it to adversely impact neighbouring residents and their quality of life. Not everyone can move away from these monstrosities invading their privacy esp given their property value has also dropped as an additional penalty.	4/21/2018 11:44 PM
34	Set back of development from all neighbouring properties for privacy and natural lighting	4/21/2018 6:52 PM

35	Parking - higher density residences will result in a higher number of vehicles. This affects parking and accessibility. For example, with the development of the apartment building at the corner of Milne St and Whitehorse Rd, Mitcham, the service road parking is consistently filled with cars from that apartment block. This causes issues for both rubbish collection and street sweeping. Further along, the service road is used as parking by commuters accessing Mitcham Railway Station.	4/21/2018 3:08 PM
36	Traffic	4/21/2018 2:50 PM
37	height	4/21/2018 1:50 PM
38	not overdeveloping sites and ensuring sufficient open space and landscaping is provided	4/21/2018 1:24 PM
39	Height - overshadowing needs to be avoided	4/21/2018 10:51 AM
40	Local wildlife - This is particularly important around the Bolton Park area. Significant remnant vegetation and historical river gums that house significant wild life including the powerful owl should not be encroached by high rise development in the surrounding streets.	4/21/2018 9:22 AM
41	architecture	4/20/2018 9:40 PM
42	facade	4/20/2018 9:32 PM
43	Good design and aesthetics	4/20/2018 8:06 PM
44	whether multi storey buildings are appropriate	4/20/2018 4:09 PM
45	Density and livability	4/20/2018 4:00 PM
46	small CBD, more people more chance	4/20/2018 3:56 PM
47	iconic	4/20/2018 3:50 PM
48	Height of buildings. Do they destroy the quality of life, light etc of the neighborhood	4/20/2018 1:31 PM
49	Proper consideration to existing residents	4/20/2018 12:52 PM
50	Overlooking of neighbours	4/20/2018 12:01 PM
51	Community: the design of new development can make our community to be more resilient, to provide common amenities can help people to know each other and build relationship, by changing people's lifestyle to stay closer with your neighbours.	4/20/2018 11:17 AM
52	Environment protection - preserving greenery & landscape typical in suburb and providing open spaces not all built form	4/20/2018 10:40 AM
53	casting of shadows on neighbouring properties and over space areas such as parklands- affects the light and the neighbourhood environment	4/19/2018 10:31 PM
54	Sensitive residential interface (e.g. overshadowing, overlooking, visual bulk, etc.)	4/19/2018 9:36 PM
55	safety	4/19/2018 8:10 PM
56	Any new development must take into account the impact of car parking spaces in the streets affected by the development as this may result in further car parking congestion along these streets.	4/19/2018 4:52 PM
57	How are these new developments contributing to the greenscape. What long term protection is there to ensure all new plantings are given the best opportunity to thrive post Certificate of Occupancy!	4/19/2018 3:31 PM
58	Why are new apartments always so ugly? (I know, I'm shallow, but it's true modern apartment blocks are gross)	4/19/2018 3:27 PM
59	close to the tram and bus.because it,s difficul if we carried grocery	4/19/2018 3:06 PM
60	Traffic control / car space/ easy navigation	4/19/2018 12:40 PM
61	Impact of increase in people and cars on nearby residents	4/19/2018 10:30 AM
62	INFRASTRUCTURE.	4/18/2018 9:39 PM
63	Consideration to the surround heritage building that owners maintain and have paid good money for	4/18/2018 8:34 PM
64	Street parking	4/18/2018 7:31 PM
65	Parking facility	4/18/2018 10:18 AM



66	Preserving the natural landscape to maintain the environment	4/18/2018 10:11 AM
67	more large trees for wildlife	4/18/2018 7:59 AM
68	Medium density housing spoils the 'green look' of the area (Mont Albert) and devalue other housing in the area	4/18/2018 7:57 AM
69	infrastructure	4/17/2018 1:37 PM
70	That Provision of full on-site car parking plus additional space for residents visitors be mandatory.	4/17/2018 11:30 AM
71	No encroachment on abutting zone-visual,traffic,infrastructure	4/17/2018 11:02 AM
72	The number of titles in the block - excess population growth due to 100 people living on a block where 1 family used to live	4/17/2018 8:55 AM
73	The increased congestion of traffic	4/17/2018 6:43 AM
74	Proper traffic management	4/16/2018 9:39 PM
75	Neighbour stress.Surrounded by too many people	4/16/2018 9:19 PM
76	Good access to services and transport area should increase more multi storeys (example, 3 or 4) or apartment	4/16/2018 8:37 PM
77	Pedestrian and Residential Safety	4/16/2018 6:24 PM
78	Height - looking into the backyards - no privacy	4/16/2018 6:11 PM
79	Safety - neighbouring households will have less privacy due to the height	4/16/2018 5:56 PM
80	Amenity- keeping Blackburn green and open not high rise like box hill	4/16/2018 5:26 PM
81	The high level buildings must be limited on the main-road side	4/16/2018 11:43 AM
82	Access to and from the premises and the impact it causes to local premises	4/16/2018 10:39 AM
83	That parking is adequate,most occupants have more than one car and off street parking is currently inadequate.	4/16/2018 9:29 AM
84	limit high rise and large development	4/15/2018 11:10 PM
85	Visuals and character of the area. Buidings will change the appearance of the area creating shadows and reducing the privacy of the houses nearby. Additionally, each area has a particular character based on the demographics, increasing the # of dwellings per area not only will change the architecture but also also the demographics and thus the character of the area. This is an area where retirees and established families choose to live due to the tranquility and schools. If that changes they'll probably won't be able to have a stroll of feel their kids are safe	4/15/2018 9:23 PM
86	sufficient supportive infrastructure (eg parking	4/15/2018 6:06 PM
87	provided does not make sense to me	4/15/2018 5:17 PM
88	quality of, setback and height control of buildings	4/15/2018 4:27 PM
89	Impact on traffic (vehicular and pedestrian)	4/15/2018 1:38 PM
90	impact on surrounding services and amenities including schools, medical services, transport and traffic conditions	4/15/2018 1:00 PM
91	Project is well managed to ensure that risk is minimised to neighbouring properties and remedied if these result	4/15/2018 12:23 PM
92	Impact on neighbourhood with regard to infrastructure, playgrounds, council services, etc.	4/15/2018 12:11 PM
93	Accessibility	4/15/2018 10:16 AM
94	Compatibility of designs, styles and colours.	4/15/2018 9:14 AM
95	security	4/15/2018 7:34 AM
96	Privacy - higher building could mean increase chance of disrupting neighbour area's privacy (overseeing from top to the lower neighbour area.	4/14/2018 9:26 PM
97	Setback from service road must provide an open aspect	4/14/2018 8:03 PM
98	Sufficient parking should be provided for all residents and visitors	4/14/2018 7:35 PM

99	B	4/14/2018 6:23 PM
100	Street parking effects.	4/14/2018 4:36 PM
101	Overlooking of residential areas by large scale developments.	4/14/2018 4:12 PM
102	Impact due to an expected increase in traffic especially when 3 or 4 storey apartments are constructed.	4/14/2018 4:01 PM
103	landscaping with some greenery to keep the leafy area - its why we live here	4/14/2018 2:10 PM
104	public transport	4/14/2018 1:58 PM
105	Ample and accessible parking for residents/visitors	4/14/2018 1:41 PM
106	Keep the building Height low	4/14/2018 1:07 PM
107	Available land	4/14/2018 12:49 PM
108	Population	4/14/2018 11:51 AM
109	The history of the area	4/14/2018 10:49 AM
110	Parking	4/13/2018 9:55 PM
111	Landscape change along the road	4/13/2018 9:33 PM
112	safety for people	4/13/2018 6:43 PM
113	Access for cars and parking. Even though close to public transport, pls ensure the dwelling has sufficient parking, or surrounding streets will be filled with cars.	4/13/2018 4:01 PM
114	That a proposal overlook or overshadow nearby residential buildings.	4/13/2018 1:56 PM
115	Attractive design	4/13/2018 11:58 AM
116	Infrastructure to cope with population expansion	4/13/2018 7:44 AM
117	Adequate parking for residents and visitors. We already have a number of cars parked on our street.	4/12/2018 7:25 PM
118	increased traffic both vehicular & pedestrian	4/12/2018 6:32 PM
119	Will it affect the sun, wind, light and traffic patterns of an already established settlement.	4/12/2018 5:43 PM
120	noise, air pollution	4/12/2018 3:22 PM
121	Duration of development	4/12/2018 2:37 PM
122	Parking provisions for high density buildings	4/12/2018 2:34 PM
123	Traffic and parking issues are fully taken into account, especially in areas with nearby schools where safety of drop-off and pickup points of pupils are essential	4/12/2018 9:47 AM
124	traffic conditions; i.e. adequate parking and access routes need to be considered so that existing residents are not significantly inconvenienced (such as cases of newer apartments where there is not enough parking constructed for the number of units, so street parking becomes a recurring traffic bottleneck, or time limits are brought in which cause other inconveniences for existing properties who may rely on it... otherwise where a major road may lose an entire lane to inconsistently parked vehicles)	4/11/2018 10:33 PM
125	Poor design and quality of new development. Not incorporating any public space or considering local people.	4/11/2018 8:13 PM
126	If the design meets the needs of the demographic of the area	4/11/2018 4:12 PM
127	Additional traffic (cars,etc) where they are parked and additions to the regular traffic flow before the development occurred	4/11/2018 2:45 PM
128	streetscape appearance, appropriate distance from footpath	4/11/2018 1:15 PM
129	Cleanliness of surrounding streets	4/11/2018 12:30 PM
130	design of building	4/11/2018 11:05 AM
131	Current Developmen	4/11/2018 8:53 AM



132	Offstreet parking - despite the idealism, most people still own a car and do not just rely on public transport	4/10/2018 7:53 PM
133	Providing adequate parking	4/10/2018 7:40 PM
134	Where new development is adjacent to traditional family residences, these properties need to have their integrity maintained through a transitional corridor	4/10/2018 7:32 PM
135	Fit with current dwellings	4/10/2018 6:42 PM
136	Traffic	4/10/2018 4:14 PM
137	Blatant disregard of the State Planning guidelines by the Whitehorse Council. What influences planning decisions to conveniently be "discretionary" decisions that totally contravene state guidelines and adversely impact the residents the Council purports to represent. Guidelines are there to provide "certainty about the expected built form outcomes" and I presume to control excessive and reckless development.	4/10/2018 3:43 PM
138	Must have off street car parking	4/10/2018 1:17 PM
139	traffic conditions	4/10/2018 11:43 AM
140	Traffic Congestion and adequate Parkings for local residents	4/10/2018 11:23 AM
141	growth - allow retail and commerce development	4/9/2018 9:24 PM
142	proximity to existing residential detached housing	4/9/2018 8:45 PM
143	public transport and inability to cope with current population	4/9/2018 8:13 PM
144	access to transport, buses, trams and trains	4/9/2018 7:26 PM
145	Green space for medium trees	4/9/2018 5:23 PM
146	Appropriate height levels that do not impact on adjoining properties	4/9/2018 4:15 PM
147	On site parking--otherwise surrounding streets get gridlocked	4/9/2018 4:14 PM
148	Car parking issues	4/9/2018 9:29 AM
149	Visual appearance. This isn't the inner city	4/9/2018 7:56 AM
150	taking into account risk of increased traffic congestion	4/8/2018 9:35 PM
151	Car parks MUST be included.	4/8/2018 6:05 PM
152	Restriction of height to prevent dark and windy streets	4/8/2018 4:05 PM
153	The proximity of the major road to current housing - this type of overdevelopment was not on planning schemes when people chose to live in the quieter streets of Whitehorse	4/8/2018 3:29 PM
154	Ensuring traffic on existing roads is not increased	4/8/2018 1:36 PM
155	Adequate Parking on sites	4/8/2018 1:35 PM
156	Open spaces for recreation	4/8/2018 12:52 PM
157	Sufficient parking so that surrounding residents aren't affected and suitable traffic management with increased public transport to support increased population.	4/8/2018 9:11 AM
158	Impact on surrounding flora, fauna and wildlife. Preservation and protection is essential in all new designs.	4/7/2018 5:18 PM
159	Convenience	4/7/2018 3:35 PM
160	tbd	4/7/2018 10:59 AM

161	plan for access (public transport, walkability, bikeability and controlling traffic congestion) - public transport infrastructure needs to keep ahead of development and development needs to be done in a way that encourages people to walk, bike and catch public transport rather than use cars (look at the planning process that Portland in the USA went through in the 1990s - they looked at what would make the city a desirable place to live and identified things like walkability, access to public transport and trees/greenspace, bikeability, car-sharing). it is way cheaper in the long run to develop in a way that encourages people not to use or even own a car, and there are enormous public health benefits as well. A part of this is making sure that neighborhoods have a diverse range of amenities so people aren't always needing to go somewhere else to buy thing, get their entertainment, exercise, educate the kids, work etc	4/7/2018 8:53 AM
162	The greater number of cars parked on the streets	4/6/2018 11:40 PM
163	local amenities	4/6/2018 3:59 PM
164	Open space and green space conservation- both for health, community and beauty of area	4/6/2018 1:20 PM
165	Trams are a traffic hindrance especially the raised concrete platforms	4/6/2018 1:00 PM
166	impact on infrastructure eg traffic flow, public transport	4/6/2018 10:09 AM
167	easy transportation	4/5/2018 10:29 PM
168	Parking	4/5/2018 7:52 PM
169	Invasion of privacy	4/5/2018 4:13 PM
170	Adjoining residences.	4/5/2018 2:47 PM
171	Noise levels	4/5/2018 11:22 AM
172	Traffic/parking/public and vehicle safety	4/5/2018 10:35 AM
173	Overpopulated	4/4/2018 10:23 PM
174	Long term residents interests	4/4/2018 6:03 PM
175	pedestrian paths	4/4/2018 5:54 PM
176	Amenity for occupants (noise, daylight)	4/4/2018 2:36 PM
177	affect of developed property on main road traffic	4/4/2018 2:32 PM
178	Density - appropriate density, building mass and height, human scale,	4/4/2018 12:29 PM
179	Building design should be contemporary, built to a high standard. Poor construction/quality and cheap looking dwellings will only drive surrounding area prices down.	4/4/2018 12:22 PM
180	traffic congestion and noise	4/4/2018 11:28 AM
181	Increased traffic and general congestion	4/4/2018 9:44 AM
182	Road access / traffic impact	4/4/2018 8:28 AM
183	Traffic pressure on existing housing, including availability of street parking for visitors and tradies.	4/3/2018 8:29 PM
184	noise- maybe cause more noise during the development	4/3/2018 8:25 PM
185	Bicycle lanes - major road corridors must provide safe road-space for cycling	4/3/2018 4:37 PM
186	Buildings that complement existing bulidings	4/3/2018 4:05 PM
187	How much money can council make out of this?	4/3/2018 2:12 PM
188	Ensuring that drainage is properly planned & installed. Many areas within the municipality already suffer from flooding issues. An increase in impervious surfaces increases the amount of run-off leading to flooding problems.	4/3/2018 12:57 PM
189	Affect on character of the area- poor quality developements will detract (there are new shoddy developments in Blackburn already looking ugly), 3 storey unit development in a mostly single storey street will look out of character.	4/3/2018 11:35 AM
190	Loss of green areas and consequent loss to native wildlife.	4/3/2018 10:34 AM
191	Height of the building	4/3/2018 9:20 AM
192	Reducing environmental impact of buildings	4/3/2018 9:15 AM

193	Access to shopping	4/3/2018 8:21 AM
194	Aesthetics	4/3/2018 12:36 AM
195	Congestion due to increase traffic in the area	4/2/2018 11:29 PM
196	minimizing the development so it does not have a dramatic affect on the local residents	4/2/2018 10:28 PM
197	Parking; because roads are already busy	4/2/2018 9:38 PM
198	The fit architecturally, with the surrounding zone and covenants, i.e. most building brick construction, all buildings have grass and garden fronts.	4/2/2018 9:17 PM
199	traffic	4/2/2018 8:23 PM
200	parking, onsite and street	4/2/2018 7:24 PM
201	residents living in this corridor now	4/2/2018 6:41 PM
202	Parking. Basement parking is essential to avoid street congestion	4/2/2018 6:37 PM
203	Loss of sun/view	4/2/2018 5:46 PM
204	Parking	4/2/2018 5:25 PM
205	building heights	4/2/2018 5:21 PM
206	Car parking	4/2/2018 5:00 PM
207	2 floors above ground level	4/2/2018 4:52 PM
208	Traffic jams, air pollution and noise, environmental impact	4/2/2018 4:33 PM
209	The looks	4/2/2018 4:24 PM
210	The future value of existing neighbouring land	4/2/2018 2:02 PM
211	Height and site coverage for the development ie no more than 4 stories and real options for landscaping and private open space for residents in these developments	4/2/2018 1:40 PM
212	A good mix of development without sacrificing significant lifestyle and amenities	4/2/2018 12:25 PM
213	Looks good	4/2/2018 12:04 PM
214	Secondary traffic flow/safety ie. foot and cycle	4/2/2018 11:49 AM
215	As a resident I don't want to be surrounded by high rise apartments	4/2/2018 11:23 AM
216	Ample off street parking.	4/2/2018 11:06 AM
217	People Safety	4/2/2018 10:13 AM
218	Street scape, Keep 3 storeys building max. only to areas which have existing service roads only	4/2/2018 9:20 AM
219	Parking	4/2/2018 8:18 AM
220	Crowded housing	4/1/2018 5:39 PM
221	Residential property values - we have seen some ugly commercial structures recently approved right in the middle of a residential area which residents were not happy with and has definitely affected their market value	4/1/2018 9:07 AM
222	Impact on neighbouring properties - from overlooking, overshadowing during winter months, noise of deliveries and commercial bin collection, noise and cigarette smoke from balconies, noise from air conditioning units which run outside EPA hours	3/31/2018 7:46 PM
223	Height of buildings	3/31/2018 7:43 PM
224	being mindful of residents that will be living behind new structures	3/31/2018 7:01 PM
225	Infrastructure, is it capable of servicing the proposed development in addition to what is already there?	3/31/2018 3:33 PM
226	Roadside Hazards	3/31/2018 3:18 PM
227	Access to Schools and Shopping Precint	3/31/2018 3:04 PM
228	avoid exceeding height limits	3/31/2018 2:43 PM

229	Impact on traffic volumes and flows in the area	3/31/2018 2:00 PM
230	In keeping with the neighbourhood character	3/31/2018 1:19 PM
231	Amentities (Schools, GP clinics, parks & gardens).	3/31/2018 1:19 PM
232	Impact on local amenities including car parking, local traffic, noise etc	3/31/2018 12:23 PM
233	aesthetics	3/31/2018 11:45 AM
234	Take into account the needs of the current residents	3/31/2018 11:00 AM
235	Safety. Too many people in a area might need extra police station.	3/30/2018 10:33 PM
236	Fibre to home NBN	3/30/2018 10:10 PM
237	Think holistically: Build enabling infrastructure for much more people	3/30/2018 9:55 PM
238	See Question 1. The corridoe needs to be wide enough to allow 1. (above) to happen. By restricting the four story developments to land solely fronting the arterial road is poor simplicity. By allowing land 1,2 or 3 back from Burwood Highway would allow 1. above to be satisfied.	3/30/2018 9:31 PM
239	noise	3/30/2018 8:31 PM
240	Character of building, needs to blend in with surrounding buildings	3/30/2018 8:16 PM
241	Parking along major road traffic congestion	3/30/2018 8:05 PM
242	Safety of pedestrians	3/30/2018 3:23 PM
243	Vehicle parking including access	3/30/2018 3:17 PM
244	Parking in residential streets	3/30/2018 2:22 PM
245	transport	3/30/2018 1:45 PM
246	Parking - expecting residents to use public transport is a joke - only 18% of employment is accessible by public transport in under 1 hour.	3/30/2018 12:57 PM
247	Impact on neighbours	3/30/2018 12:42 PM
248	N	3/30/2018 12:17 PM
249	Maximising opportunities for quality development	3/30/2018 11:24 AM
250	b	3/30/2018 10:57 AM
251	Off street parking must be included for ALL apartments/dwellings and businesses.	3/30/2018 10:12 AM
252	Environment can be affected by higher heat signature	3/30/2018 10:02 AM
253	population - Turning the area into a very densely populated area will ruin the amenity	3/30/2018 9:50 AM
254	parking - residents of new developments need somewhere to leave their cars, without blocking through traffic	3/30/2018 9:27 AM
255	Meet the increasing needs of the development of the area	3/30/2018 8:36 AM
256	Pedestrian/Vehicle access	3/30/2018 8:19 AM
257	car parking on residential streets	3/30/2018 7:52 AM
258	Aesthetic merit of buildings eg blending in or complementing existing environment	3/29/2018 10:21 PM
259	Traffic - more buildings equates to more people and cars. Often we got cars (and buses) drive through your lane in high speed ! during the peak hours when they knew they would stuck along middleborough road between Highbury road and Burwood Highway.	3/29/2018 9:31 PM
260	Zoning	3/29/2018 9:13 PM
261	Parking	3/29/2018 7:45 PM
262	Complimentary design themes not dictated by short term developers seeking profits	3/29/2018 7:13 PM
263	Stop high rises in residential areas.	3/29/2018 6:55 PM
264	environment (dust and rubbish)	3/29/2018 4:57 PM

265	Better traffic management and off road parking - Already experiencing major congestion with the massive spike in apartment building's with tenants parking outside due to insufficient capacity onsite	3/29/2018 2:40 PM
266	Parking should still be made available after considering the impact on additional residents moving into the relevant area,	3/29/2018 2:06 PM
267	Overdevelopment	3/29/2018 1:54 PM
268	Avoid 4storey at major road intersections	3/29/2018 1:44 PM
269	the environment - pollution it will cause because of traffic	3/29/2018 1:09 PM
270	Buildings that blend into the character of the surrounding buildings	3/29/2018 11:51 AM
271	Height of the buildings should be considered carefully keeping in mind the buildings adjacent and in the immediate area so as to not visually overpower these premises.	3/29/2018 11:07 AM
272	Access	3/29/2018 10:54 AM
273	parking	3/29/2018 10:51 AM
274	Safe access to and from building for vehicles	3/29/2018 10:34 AM
275	Parking for residents and visitors, underground parking instead of on-street parking to avoid traffic jam	3/29/2018 10:15 AM
276	Parking problems because of more residents	3/29/2018 9:51 AM
277	ensure that the units flats etc have a nice appeal and blend in not just a big square block	3/29/2018 9:46 AM
278	Parking access from rear/side roads rather than the main road	3/29/2018 9:21 AM
279	xxxxx	3/29/2018 9:19 AM
280	utilities - can the infrastructure meet the demands of all the new people. sewerage, water, electricity, internet/NBN.	3/29/2018 8:45 AM
281	Activation	3/29/2018 8:39 AM
282	Minimising heights of the developments to 3 storeys only	3/29/2018 8:26 AM
283	please leave suburban housing areas, to a max of two stories	3/29/2018 8:16 AM
284	Materials. The majority of new developments appear to be cheaply built box shape buildings with a lack of colour	3/29/2018 8:14 AM
285	Bicycle lanes, for safety of motorists, cyclists and pedestrians.	3/29/2018 7:15 AM
286	growth	3/29/2018 1:54 AM
287	Public spaces: parks, city square, libraries	3/28/2018 10:13 PM
288	That products being used in many of these sites don't last long, and you can see soon after construction that metal peels, buildings stained with runoff, etc; Concrete render that will need patching within a few years	3/28/2018 9:29 PM
289	Reverence to Existing Housing Stock-as this creates individuality in suburbs	3/28/2018 9:10 PM
290	B	3/28/2018 9:01 PM
291	Impact on traffic	3/28/2018 7:58 PM
292	Set Back	3/28/2018 7:55 PM
293	Aesthetics of buildings	3/28/2018 7:54 PM
294	Just get on with it and do what you guys want because you are clearly not going to give up on what you think is right.	3/28/2018 7:51 PM
295	Public transport availability	3/28/2018 7:40 PM
296	Clearways	3/28/2018 6:58 PM
297	Trees	3/28/2018 5:19 PM
298	Noise and traffic in confined spaces	3/28/2018 4:06 PM

299	No buildings should interfere with natural light to existing or damage privacy	3/28/2018 3:24 PM
300	Traffic flow.. consider extension of tram line on Whitehorse rd	3/28/2018 3:07 PM
301	public transport - High frequency is good for the community	3/28/2018 1:59 PM
302	We DONT need more high rise blocks they ruin the suberbbs creat ugly eye sores They don't do the council any good as no one wants to live near them .	3/28/2018 1:48 PM
303	should be limited to the number of dewlings vs land site	3/28/2018 12:52 PM
304	lost lots of trees	3/28/2018 12:20 PM
305	access for pedestrian and vehicles	3/28/2018 12:19 PM
306	Existing amenity. No development should ever reduce or remove local amenity without very good cause.	3/28/2018 11:46 AM
307	Parking issues. e.g. If one were allowed to build a four storey buildings/apartment then it is imperative that twp car spaces are provided for each apartment. for each	3/28/2018 11:38 AM
308	Impact of traffic with the extra residents	3/28/2018 11:34 AM
309	Loss of vegetation. 1 - 3 Sergeant St has been moonscaped with the loss of historic pines as well as everything else. Our beautiful area is is becoming concrete, no grass or gardens let alone mature trees that this area is well known for. Permiabile surfaces are being covered over. What about the bird corridor that was established in this area several years ago, it's almost gone. What about the wildlife that live in the trees?	3/28/2018 11:28 AM
310	Congestion, pollution and noise issues in relation to vehicles. Health and general stress levels correlate to some extent with local air quality and noise and congestion.	3/28/2018 11:25 AM
311	Bulk ( ensure character of neighbourhood is not impacted )	3/28/2018 11:09 AM
312	Height limit of 5 stories above ground level, garden rooftops	3/28/2018 10:46 AM
313	Blocking streets with parking	3/28/2018 10:40 AM
314	Public transport	3/28/2018 10:34 AM
315	Ecologically sound	3/28/2018 10:32 AM
316	Stylish cutting edge design	3/28/2018 9:41 AM
317	appearance	3/28/2018 9:05 AM
318	Traffic	3/28/2018 8:47 AM
319	keeping the integrity of the area i.e.trees	3/28/2018 7:57 AM
320	Access to public transport that doesn't get stuck on Toorak Rd during peak hour	3/28/2018 7:53 AM
321	The impact to the current parking space on both the Whithorse Road service road and the residential streets backing on these concrete eyesores.	3/28/2018 7:39 AM
322	Greenspace verges	3/28/2018 7:22 AM
323	Shitty quality and designs. They look the same and lack imagination.	3/28/2018 6:58 AM
324	Enough park land with mature trees	3/28/2018 6:51 AM
325	Appropriate ammenties	3/28/2018 6:47 AM
326	Traffic - Sustainable roads	3/28/2018 6:42 AM
327	Crime	3/28/2018 6:26 AM
328	Noise: from both road traffic/congestion and the sounds of living from dense accommodation; because new developments ought not have negative impacts on the existing residents	3/28/2018 4:52 AM
329	nice trees	3/28/2018 12:15 AM
330	Traffic Management	3/27/2018 9:59 PM
331	Access issues related to cars- coming off major roads for examples	3/27/2018 9:35 PM
332	not crowded	3/27/2018 9:24 PM

333	Will new building overlook / overshadow existing dwellings, and can they see into existing houses / yards	3/27/2018 9:19 PM
334	Additional traffic	3/27/2018 8:48 PM
335	More cars on the road more traffic	3/27/2018 8:44 PM
336	The safety of the houses within the area will be affected negatively;	3/27/2018 8:43 PM
337	Traffic Noise	3/27/2018 8:41 PM
338	not to bring too many people into the area. We like it the way it is. We don't need any more building complexes with heaps of apartments. It devalues are communities and invites transient families.	3/27/2018 8:35 PM
339	caffees and restaurants to serve the additional population	3/27/2018 8:28 PM
340	Shadows	3/27/2018 8:17 PM
341	Height of developments and overlooking of adjoining residents	3/27/2018 7:06 PM
342	Parking	3/27/2018 6:59 PM
343	1	3/27/2018 6:46 PM
344	Parking spaces and traffic congestion	3/27/2018 6:39 PM
345	do not increase local population any further	3/27/2018 6:07 PM
346	Current streetscape - the changing of this well established residential area does not support the building of medium density 3 or 4 storey buildings	3/27/2018 6:00 PM
347	The suburban aesthetic that would be ruined by these developments	3/27/2018 5:41 PM
348	The existing landscape and height of houses: people who has one and two story houses will be completely built out, council's decision thus affecting their property prices	3/27/2018 5:37 PM
349	Availability of appropriate parking for increased residents	3/27/2018 5:31 PM
350	harmony between developments - not higgledy piggledy	3/27/2018 5:11 PM
351	Traffic flow, congestion & parking	3/27/2018 5:00 PM
352	Ensuring existing infrastructure can cope with the needs of the development - eg sewerage - this is relevant for all new developments	3/27/2018 4:40 PM
353	good taste (nothing weird)	3/27/2018 4:38 PM
354	Trees. This area is very green and any development should keep this attribute.	3/27/2018 4:37 PM
355	do not increase local population any further	3/27/2018 4:32 PM
356	Existing narrow streets	3/27/2018 4:31 PM
357	service roads or off street parking available	3/27/2018 4:28 PM
358	Parking - developers are relying too much on street parking and not considering visitor parking at all	3/27/2018 4:27 PM
359	Proximity to public transport	3/27/2018 4:19 PM
360	How does the design of the building blend in with the surrounding neighborhood	3/27/2018 3:57 PM
361	Congestion and density	3/27/2018 3:47 PM
362	The street scape should allow adequate access to sunlight, this will enable the vegetation to survive.	3/27/2018 3:39 PM
363	should have landscape and trees because it will make our leafy neighbourhood more beautiful.	3/27/2018 3:37 PM
364	Car parking must be off the street. Most people have two cars. Box Hill streets are not designed to take traffic and cars parked on both sides of the street.	3/27/2018 3:36 PM
365	Infrastructure -	3/27/2018 3:29 PM
366	Parking and traffic	3/27/2018 3:26 PM
367	Four story buildings not in keeping with existing buildings, which are mainly one story	3/27/2018 3:03 PM



368	entry/exit dwellings , the standard of driving around Box Hill is a constant source of annoyance to many who drive in the area.	3/27/2018 2:38 PM
369	no bicycle paths and overpass or underpass crossing for pedestrians	3/27/2018 2:06 PM
370	Enabling growth on main roads to protect the smaller streets	3/27/2018 1:49 PM
371	Local resident's back yards will no longer be quiet, private places to sit in the sun or shade reading or relaxing, but will be exposed to the view of all of the nearby high rise apartments, etc., together with the noise of their activities/music etc.	3/27/2018 1:42 PM
372	Maintaining the NRZ in side streets	3/27/2018 1:41 PM
373	Noise and light pollution. The new development must take into consideration the residents living next to or near the development site.	3/27/2018 1:31 PM
374	Traffic on the major road is not impeded (ie. No standing areas to remain)	3/27/2018 1:27 PM
375	Aesthetics	3/27/2018 1:26 PM
376	Increased motor traffic on already congested roads	3/27/2018 1:17 PM
377	height of building	3/27/2018 1:04 PM
378	Sympathy with area's existing environment	3/27/2018 1:02 PM
379	Shadows not cast over public area	3/27/2018 12:41 PM
380	Greenery for health	3/27/2018 12:20 PM
381	Uniform character of design	3/27/2018 11:58 AM
382	Parking	3/27/2018 11:49 AM
383	Visual impact. Large developments always remove all tree's. They usually don't fit in with surrounding street	3/27/2018 11:49 AM
384	Traffic and parking congestion in local streets - we already have a problem with a boarding house in our street and no parking there. Parking outside our house means we cannot park there and neither can our visitors. Access to Burwood Hwy is slowed even more. The streets are not wide enough to take cars parked on both sides.	3/27/2018 11:31 AM
385	infrastructure	3/27/2018 9:10 AM
386	2	3/23/2018 12:57 PM
387	Dndn	3/23/2018 12:33 PM
#	3.	DATE
1	Not exceed 3 stories	6/1/2018 12:00 PM
2	It will absolutely ruin Blackburn as a quiet leafy suburb. Look how it has ruined Box Hill. I never go there anymore as it is impossible to park there.	6/1/2018 11:54 AM
3	No flammable cladding even on low rise buildings. Multi-unit developments should have brick between them to minimise intrusive noise	6/1/2018 11:49 AM
4	No more than 3 storeys	6/1/2018 11:40 AM
5	c. Impact on surrounding residences ie shadowing of their property, lack of street parking for current residents, devaluation of properties and lack of care of property.	6/1/2018 11:37 AM
6	Harmonious development to existing residence and environment	6/1/2018 11:31 AM
7	Design and integration with area and setbacks	6/1/2018 11:19 AM
8	Provide green communal space	6/1/2018 11:00 AM
9	traffic problems	6/1/2018 10:53 AM
10	Congestion(traffic,proximity of living,over developmt);life quality	4/22/2018 11:56 PM
11	How the design blends in with existing architecture	4/22/2018 11:44 PM
12	Near major active centre is not the same ,as being built on major road	4/22/2018 11:28 PM
13	Access to property should not impact significantly on traffic flow	4/22/2018 10:47 PM



14	Maintain character of the neighbourhood.	4/22/2018 10:45 PM
15	Currently there is difficulty in driving through side streets to main roads as cars are parked closely on both sides leaving a narrow passage way to drive through.	4/22/2018 10:43 PM
16	Elegance and beauty in architecture	4/22/2018 9:58 PM
17	excess population causing strain on local institutions	4/22/2018 9:55 PM
18	Height of buildings so that the maximum is the ground floor and first floor.	4/22/2018 9:38 PM
19	Adequate parking with the RGZ	4/22/2018 9:31 PM
20	aesthetics	4/22/2018 8:59 PM
21	Not make them look to cluttered or to high	4/22/2018 8:33 PM
22	Improve the amenity of the area by designing developments that respond to the needs of the residents because often residents might need additional stores, or they might require additional residences or it may be facilities that serve the community. It is important to consider what is around the area carefully so that the needs of residents are met.	4/22/2018 8:24 PM
23	Sufficient space between buildings to allow garden space	4/22/2018 7:21 PM
24	Proper gardens not token greenery. Where once was a garden with canopy trees and lawn for the rain to soak into now it is all hard surfaces concrete and boring minimilast greenery	4/22/2018 6:04 PM
25	The provision of plenty of green space around these residences, so that residents will have pleasant surrounds, rather than developers packing as many residences as possible into small areas to maximise their profits. The residents should have privacy and amenity in their surrounds with the use of good design practices to facilitate this	4/22/2018 4:57 PM
26	Ease of travel for locals	4/22/2018 4:48 PM
27	Access to Shopping	4/22/2018 4:32 PM
28	Traffic flow, because recent multi-storey developments, combined with inadequate provision for off-street car parking, have resulted in increasing impediment to traffic flow. In some areas, three lanes of traffic have been reduced to two as unit residents, mostly students, park their cars on the street. It would be naive to pretend that future residents will be satisfied to use public transport and will not want their own cars.	4/22/2018 3:15 PM
29	Ensure public transport keeps up with increase in population	4/22/2018 3:09 PM
30	Traffic	4/22/2018 2:43 PM
31	Increase in traffic - time lost in getting from A to B	4/22/2018 1:14 AM
32	There should be a transition zone eg. max 3 stories next to a traditional 1 to 2 storey area rather than the current 5/6 storeys next to 1/2 storey houses.	4/21/2018 11:44 PM
33	Retention of greenery around the development for privacy, and appearances	4/21/2018 6:52 PM
34	Balance of buildings and garden space - with single dwellings being replaced by sets of townhouses, the amount of green space is significantly decreased.	4/21/2018 3:08 PM
35	Quality, appearance and functionality of the new development	4/21/2018 2:50 PM
36	appearance	4/21/2018 1:50 PM
37	not overloading existing utilities such as power and stormwater	4/21/2018 1:24 PM
38	Traffic - there should be no loss of amenity for existing residents	4/21/2018 10:51 AM
39	Historical Character - too much of Box Hill has lost it's character in the last 20 years. Streets that should have some heritage protection have been bulldozed in the interests of developers without thought of historical significance, or protection for the natural environment. For example - Bird life.	4/21/2018 9:22 AM
40	skyscraper	4/20/2018 9:40 PM
41	sky high	4/20/2018 9:32 PM
42	Appropriate density ie not overdeveloping and adequate on site parking	4/20/2018 8:06 PM
43	the impact on local traffic & noise	4/20/2018 4:09 PM
44	Traffic	4/20/2018 4:00 PM

45	well developed area	4/20/2018 3:56 PM
46	high	4/20/2018 3:50 PM
47	Can local schools, doctors, trains etc cope with this higher density?	4/20/2018 1:31 PM
48	Potential overuse of existing public facilities	4/20/2018 12:52 PM
49	Loss of neighbourhood identity	4/20/2018 12:01 PM
50	Affordability: the design of new development should consider helping more people can afford to stay in the same community with similar level of living standard.	4/20/2018 11:17 AM
51	traffic flow - containment of cars on the site and not allowing residents to park in clearways	4/20/2018 10:40 AM
52	increase in volume of traffic flow and noise around the neighbourhood areas - safety issues, crime and body corp and council have no control of the how the building and occupants to hang out clothes in the balcony and how many guests will park the cars around neighbourhood	4/19/2018 10:31 PM
53	Safe access, traffic capacity and transport network	4/19/2018 9:36 PM
54	privacy	4/19/2018 8:10 PM
55	The new development should not result in a lack of privacy for dwellings in the affected area. Privacy is an important safety issue and any new development should not look directly into people's backyard.	4/19/2018 4:52 PM
56	What protection is there for existing dwellings for over looking, over shadowing, noise protection for AC units, additional traffic and extra pressure of existing services.	4/19/2018 3:31 PM
57	What shops and facilities are they going to use nearby?	4/19/2018 3:27 PM
58	save environment.	4/19/2018 3:06 PM
59	sustainability	4/19/2018 12:40 PM
60	Change to character of neighbourhood	4/19/2018 10:30 AM
61	OVERPOPULATION. There seems to be more rubbish in streets and parks.	4/18/2018 9:39 PM
62	No more than three to four levels so not to intrude on singular residential dwellings	4/18/2018 8:34 PM
63	Safe areas for children to play	4/18/2018 7:31 PM
64	Less impact on public transport	4/18/2018 10:18 AM
65	Not creating high rise buildings that look out of place	4/18/2018 10:11 AM
66	large front garden to avoid wind tunnels	4/18/2018 7:59 AM
67	Public transport will need to be improved.	4/18/2018 7:57 AM
68	bridges for pedestrians to ease traffic	4/17/2018 1:37 PM
69	That on site provision be mandatory for garden space to include shrubs and trees - not just small plants	4/17/2018 11:30 AM
70	Retention of trees over whole block	4/17/2018 11:02 AM
71	Maintaining a residential look not a commercial look - to maintain community suburban feel	4/17/2018 8:55 AM
72	The impact to the nature and environment	4/17/2018 6:43 AM
73	Restrictions on Construction - Restricting construction does not help in development	4/16/2018 9:39 PM
74	Devaluation of current single houses as multiple stories and units take over	4/16/2018 9:19 PM
75	Residential - A is high priority to increase density and level or apartment	4/16/2018 8:37 PM
76	Noise Pollution	4/16/2018 6:24 PM
77	Engineering in the road / surrounding areas - water flow, etc - will it be able to handle it	4/16/2018 6:11 PM
78	Community - how will it blend into the community - does it match the communities needs, trend	4/16/2018 5:56 PM
79	Neighbourhood feel, not inner city, busy all the time, traffic, people	4/16/2018 5:26 PM
80	Don't destroy the old beautiful style houses, because this young country has not many these houses left.	4/16/2018 11:43 AM

81	How an expected increase in traffic volumes affects local traffic and existing nearby properties	4/16/2018 10:39 AM
82	The impact of the value of both current and future properties.	4/16/2018 9:29 AM
83	keep green, good planning, space for trees	4/15/2018 11:10 PM
84	Last but not least, the opinion of the residents. It seems that we're always last, unless it is election time. It easy to see how the council/state benefits by approving projects in this area and be able to charge a huge number of stamp duties per area instead of developing other areas where it is needed and there's enough land to build. For instance, this survey has been sent after approving at least 4 projects for in the area. By the way, the projects are classified as "two or more dwellings" where "more" is not less than 40 apartments. In my view that's not honest at all	4/15/2018 9:23 PM
85	residents should be forced to look after property (eg gardens/outside/nature strips)	4/15/2018 6:06 PM
86	traffic flow and control	4/15/2018 4:27 PM
87	How it blends with nature	4/15/2018 1:38 PM
88	effect on landscape, parkes and other spaces	4/15/2018 1:00 PM
89	Existing amenities upgraded to cope with increased residents	4/15/2018 12:23 PM
90	Impact of traffic in an already congested road system	4/15/2018 12:11 PM
91	Blending in with surroundings	4/15/2018 10:16 AM
92	Adequate off street parking so roads don't become permanent parking for residents outside restricted hours preventing others from visiting.	4/15/2018 9:14 AM
93	environment	4/15/2018 7:34 AM
94	Overshadow - higher building may create shadow impacting light distribution to neighbour area.	4/14/2018 9:26 PM
95	Access to service road to meet increased traffic	4/14/2018 8:03 PM
96	Entry and exit to/from new properties needs to ensure the safety of pedestrians and motorists	4/14/2018 7:35 PM
97	C	4/14/2018 6:23 PM
98	Maintaining low-medium density feeling of the current suburbs.	4/14/2018 4:36 PM
99	Carparking near stations and impact on residential areas and commuter behavior.	4/14/2018 4:12 PM
100	New developments should blend in with surrounding existing buildings and not become visually dominant in the area.	4/14/2018 4:01 PM
101	contemporary style not reproduction of any kind	4/14/2018 2:10 PM
102	aesthetically pleasing	4/14/2018 1:58 PM
103	Garden space and trees	4/14/2018 1:41 PM
104	Ample Parking allowed for off street	4/14/2018 1:07 PM
105	Access to public transport and services	4/14/2018 12:49 PM
106	Affordable	4/14/2018 11:51 AM
107	Inappropriate and unnecessary rezoning of residential land	4/14/2018 10:49 AM
108	Amenities	4/13/2018 9:55 PM
109	Traffic congestion in neighborhood region	4/13/2018 9:33 PM
110	environmental impacts	4/13/2018 6:43 PM
111	Design- needs to fit in. 4 storeys in this area is too high. Box Hill is already getting out of control	4/13/2018 4:01 PM
112	Adequate facilities for collection and removal of waste from the development. If these things are not front of mind in the design stage, they cannot be properly fixed.	4/13/2018 1:56 PM
113	Cumulative effect	4/13/2018 11:58 AM
114	Aesthetic appeal	4/13/2018 7:44 AM

115	Infrastructure plans for traffic control, public transport, schools, hospitals, etc. Traffic is already a problem on Burwood Hwy. It is already difficult to obtain a seat on the tram. From personal experience we have already been unable to access Box Hill Hospital in an emergency. our ambulance was sent elsewhere.	4/12/2018 7:25 PM
116	Noise	4/12/2018 6:32 PM
117	Leave a beautiful approach to the Dandenong Ranges as this is unique and vital to or quality of life.	4/12/2018 5:43 PM
118	parking problems	4/12/2018 3:22 PM
119	Timing of development	4/12/2018 2:37 PM
120	Management of increased traffic in local streets	4/12/2018 2:34 PM
121	Privacy of surrounding properties, ensuring that the height does not directly overlook into the immediate neighbourhood	4/12/2018 9:47 AM
122	safety - street lighting or pavement surfacing might need some upgrade if there is increased foot traffic, or if a larger building blocks ambient lighting needed for night visibility (depending on street lighting layout)	4/11/2018 10:33 PM
123	Congestion and lack of services.	4/11/2018 8:13 PM
124	Communal space within the development	4/11/2018 4:12 PM
125	Services (including shops) to support the new developments	4/11/2018 2:45 PM
126	parking underneath or nearby related to needs of local residents	4/11/2018 1:15 PM
127	Ease of access without traffic disruption	4/11/2018 12:30 PM
128	distance from road	4/11/2018 11:05 AM
129	Suitability	4/11/2018 8:53 AM
130	Overlooking - the rgz is proposed right next to existing residential allotments with outdoor spaces	4/10/2018 7:53 PM
131	Keeping noise levels down	4/10/2018 7:40 PM
132	New developments need to maintain nature strips and include landscaping and sufficient green space to enhance the wellbeing of those living/working in these developments as well as those passing by.	4/10/2018 7:32 PM
133	Can we accommodate and sustain increased population	4/10/2018 6:42 PM
134	Height limitations	4/10/2018 4:14 PM
135	New building form and density should not be excessive and a blight on the existing surrounding homes and amenities. Form should be gradual and blend in with the adjacent dwellings. Impacted residents should be consulted prior to council decisions being locked in with developers to allow resident's concerns to be addressed by the council.	4/10/2018 3:43 PM
136	Over crowding of public transport	4/10/2018 1:17 PM
137	rejuvenating the existing vegetation, like grass and shrubs	4/10/2018 11:43 AM
138	Adequate Open Space	4/10/2018 11:23 AM
139	safety	4/9/2018 9:24 PM
140	noise and traffic	4/9/2018 8:45 PM
141	producing concrete canyons where buildings are set too close to roadways with inadequate green set-back buffer zones	4/9/2018 8:13 PM
142	design to support growth, aesthetics and enjoyable spaces	4/9/2018 7:26 PM
143	Privacy of houses already there	4/9/2018 5:23 PM
144	High quality design that is respectful of existing neighbourhood character	4/9/2018 4:15 PM
145	design that fits in	4/9/2018 4:14 PM
146	Impact on amenities	4/9/2018 9:29 AM

147	Use of roads. Resident Cars blocking clearway on Burwood Highway	4/9/2018 7:56 AM
148	ensuring 'look and feel' of area is not compromised.	4/8/2018 9:35 PM
149	Impact on surrounding residents, including during construction.	4/8/2018 6:05 PM
150	Provision of adequate infrastructure BEFORE density increases	4/8/2018 4:05 PM
151	Pople who live in single storey houses also wish to live close to transport/freeways and infrastructure	4/8/2018 3:29 PM
152	Abiding by the wishes of the majority of residents in affected areas	4/8/2018 1:36 PM
153	Vegetation	4/8/2018 1:35 PM
154	Appropriate design to blend in with existing dwellings	4/8/2018 12:52 PM
155	Urban design, including eco credentials to improve the environment, and height management so as not to impose and overshadow the neighbours.	4/8/2018 9:11 AM
156	Impact on character of suburb. Important to maintain the look and feel of an area, and remain true to its character.	4/7/2018 5:18 PM
157	Design	4/7/2018 3:35 PM
158	tbd	4/7/2018 10:59 AM
159	affordable housing - this is important in so many ways. without affordable housing you get more people commuting to jobs in the area which increases traffic congestion. We also need to be careful of filling our housing areas up with really huge luxury houses that average people can't afford. As Melbourne's population grows, if we want the Whitehorse region to retain its character and liveability, we need to find ways to create more population density without gobbling up greenspace and destroying the character of urban areas, and encourage diversity in the population by providing modest and affordable housing options.	4/7/2018 8:53 AM
160	The lack of adequate public transport to ease congestion	4/6/2018 11:40 PM
161	transport requirements	4/6/2018 3:59 PM
162	Traffic and especially parking provision- as a resident I am getting increasingly frustrated that friends and family cannot find street parking close to my home	4/6/2018 1:20 PM
163	Most essential, can essential services meet the demand without massive cost increases	4/6/2018 1:00 PM
164	loss of public land	4/6/2018 10:09 AM
165	tree protection	4/5/2018 10:29 PM
166	Parking	4/5/2018 7:52 PM
167	Traffic Jam	4/5/2018 4:13 PM
168	Future problems	4/5/2018 2:47 PM
169	Higher traffic levels	4/5/2018 11:22 AM
170	Design should not be intrusive or more than 2-3 stories	4/5/2018 10:35 AM
171	Security	4/4/2018 10:23 PM
172	Overcrowding	4/4/2018 6:03 PM
173	Noises	4/4/2018 5:54 PM
174	Quality of development	4/4/2018 2:36 PM
175	Architectural integrity of building	4/4/2018 2:32 PM
176	Aesthetics - architectural quality, urban streetscape, unique local character	4/4/2018 12:29 PM
177	All apartment/townhouse construction should face out over hwy. Not acceptable that neighbouring properties have 4 story apartment/townhouses peering into their backyards. Construction should not be allowed within parkland and playground areas.	4/4/2018 12:22 PM
178	increase population - drain on facilities and services	4/4/2018 11:28 AM
179	Amenity with surrounding built form	4/4/2018 9:44 AM

180	Car parking	4/4/2018 8:28 AM
181	Noise for new and existing residents.	4/3/2018 8:29 PM
182	traffic	4/3/2018 8:25 PM
183	Pedestrians - walkability of suburbs along the corridors is important, which means good safe footpaths well-separated from traffic, crossings that prioritise pedestrians not traffic, etc.	4/3/2018 4:37 PM
184	Height: Absolutely no higher than 4 stories	4/3/2018 4:05 PM
185	Who cares what the residents think	4/3/2018 2:12 PM
186	Physical appearance/built form of the development. Is the development "in harmony" with the surrounding neighbourhood, does it detract from the appearance (and therefore value) of neighbouring properties. An example is the development at 396/398 Middleborough Rd, the physical bulk of the building overshadows the road, and the spaces for retail outlets remain untenanted and an eyesore years after the development was completed.	4/3/2018 12:57 PM
187	Affect on environment- high rise development causes heat urban island - significantly increasing temperature of local area. New development must allow for significant green landscaping including large trees to provide shade and permeable horizontal surfaces to allow water to penetrate the ground and not flood stormwater systems.	4/3/2018 11:35 AM
188	Aesthetical impact of higher buildings; allowance for adequate space between apartment blockss	4/3/2018 10:34 AM
189	Trees are protected and leafy	4/3/2018 9:20 AM
190	Increasing local flora and fauna	4/3/2018 9:15 AM
191	Proper consideration and availability to car parking	4/3/2018 8:21 AM
192	Traffic congestion	4/3/2018 12:36 AM
193	Clearways during peak periods	4/2/2018 11:29 PM
194	limit the height of new buildings next door to residential properties to 2 stories	4/2/2018 10:28 PM
195	Access to public transport; to reduce use of cars	4/2/2018 9:38 PM
196	A mix of townhouse and apartments along the zone, not just all apartment blocks. Lots locals been in area 40 years would like to downsize to smaller townhouse, which area lacks.	4/2/2018 9:17 PM
197	shopping	4/2/2018 8:23 PM
198	acces to infrastructure eg shops	4/2/2018 7:24 PM
199	over populating the area	4/2/2018 6:41 PM
200	Traffic flow. Roads targetted for RGZ are divided and U turn or other manouvre is needed for half of potential trip destinations	4/2/2018 6:37 PM
201	Shortage of carparks	4/2/2018 5:46 PM
202	Changing streetscape	4/2/2018 5:25 PM
203	parking	4/2/2018 5:21 PM
204	enhancing the area	4/2/2018 5:00 PM
205	Good design	4/2/2018 4:52 PM
206	Increase of council rate and under resourced services	4/2/2018 4:33 PM
207	Traffic	4/2/2018 4:24 PM
208	The look of the neighbourhood and its relation to existing homes	4/2/2018 2:02 PM
209	the car parking regulations given that these apartments eg in Mont Albert and built without setbacks and in Whitehose Road Mont Albert are subject to clearways and significant traffic congestion owing to the tram stop designs	4/2/2018 1:40 PM
210	Proper traffic planning to minimise bottleneck areas	4/2/2018 12:25 PM
211	Brings a sense of community	4/2/2018 12:04 PM
212	Fit to area.	4/2/2018 11:49 AM



213	Equal amount of trees/grass to buildings	4/2/2018 11:06 AM
214	Foot traffic & public transport capacity	4/2/2018 10:13 AM
215	Allow for current residential parking & keep the green areas green e.g. do not remove parks gardens or wide nature strips	4/2/2018 9:20 AM
216	Privacy	4/2/2018 8:18 AM
217	Increase in road traffic	4/1/2018 5:39 PM
218	Over development - we have seen what has happened in Boxhill where overseas interests have built out certain areas and the required infra structure considerations have not been carried out	4/1/2018 9:07 AM
219	Amenity for residents - poor design (lack of natural light, ventilation, living rooms over/under bedrooms, balconies that are too small etc) results in high turnover of occupants and reduces the sense of community	3/31/2018 7:46 PM
220	Impact of increased population	3/31/2018 7:43 PM
221	not building new properties too high	3/31/2018 7:01 PM
222	The environment and ecology, will the development fit in with the existing surroundings?	3/31/2018 3:33 PM
223	Frequency of traffic entrances and exits	3/31/2018 3:18 PM
224	Availability of Housing	3/31/2018 3:04 PM
225	introduce holistic planning scheme	3/31/2018 2:43 PM
226	Views of adjoining residents	3/31/2018 2:00 PM
227	Road and pedestrian infrastructure	3/31/2018 1:19 PM
228	Effect on existing residents (Type of developments, increased pressure on public transport)	3/31/2018 1:19 PM
229	visual and other impacts	3/31/2018 12:23 PM
230	traffic management	3/31/2018 11:45 AM
231	Ensure that developments are compatable with the current residents and have adequate off street parking.	3/31/2018 11:00 AM
232	Shop and store. Need enough shop and store to fit many people.	3/30/2018 10:33 PM
233	Environment friendly hard and soft landscape	3/30/2018 10:10 PM
234	Think community first, i.e. not developers first	3/30/2018 9:55 PM
235	No one wants to live in an expensive shoebox!	3/30/2018 9:31 PM
236	that the buildings are in keeping with the area	3/30/2018 8:31 PM
237	Parking & traffic issues, need adequate off street parking	3/30/2018 8:16 PM
238	Losing houses for ugly apartment blocks that dont fit in with other homes	3/30/2018 8:05 PM
239	Public transport options	3/30/2018 3:23 PM
240	Quality of the built form	3/30/2018 3:17 PM
241	Congestion	3/30/2018 2:22 PM
242	community	3/30/2018 1:45 PM
243	Integrated mix of housing, small business and commercial property to provide local employment opportunities in same building (commercial leases and domestic tennancy and aged care should be integrated - not isolated)	3/30/2018 12:57 PM
244	Traffic and parking in suburban streets	3/30/2018 12:42 PM
245	U	3/30/2018 12:17 PM
246	delivering a cleaner Whitehorse	3/30/2018 11:24 AM
247	c	3/30/2018 10:57 AM
248	Protection of open space and neighbors natural sunlight	3/30/2018 10:12 AM

249	Increase of traffic density and road infrastructure load	3/30/2018 10:02 AM
250	appearance - ugly buildings that don't fir the character of the area will also ruin the amenity	3/30/2018 9:50 AM
251	access to shops, doctors, amenities in walking distance to encourage active transport and ease road congestion.	3/30/2018 9:27 AM
252	Maintain a nice environment, good view and good looking	3/30/2018 8:36 AM
253	Height	3/30/2018 8:19 AM
254	changing ambience of a quiet residential Area	3/30/2018 7:52 AM
255	Right balance of density and height controls and liveability	3/29/2018 10:21 PM
256	Infrastructure - Tram/Buses are getting more and more crowded especially during peak hours.	3/29/2018 9:31 PM
257	Facilities	3/29/2018 9:13 PM
258	Impact on street walkability & driveability	3/29/2018 7:45 PM
259	Social and community activities	3/29/2018 7:13 PM
260	Transport can't cope. Trains nor buses	3/29/2018 6:55 PM
261	traffic (those main roads are already jam)	3/29/2018 4:57 PM
262	Less imposing, lower density/ less sardine can designs - Already starting to resemble slums of the future	3/29/2018 2:40 PM
263	The "feeling" cultured should remain consistent after development.	3/29/2018 2:06 PM
264	Lack of supporting infrastructure	3/29/2018 1:54 PM
265	Keep corridor streetscape "open viewing look	3/29/2018 1:44 PM
266	over development is not good in residential areas!!!!	3/29/2018 1:09 PM
267	Flow of traffic	3/29/2018 11:51 AM
268	Careful thought needs to be taken into account regarding traffic to and from these premises as not to allow an overcrowding of parked vehicles and also increases in traffic volumes to have a detrimental or adverse affect on nearby existing single storey occupants.	3/29/2018 11:07 AM
269	Looks	3/29/2018 10:54 AM
270	what these developments look like	3/29/2018 10:51 AM
271	Number of people using access to building from road	3/29/2018 10:34 AM
272	Building design, no ugly, cheap, none-functionality design	3/29/2018 10:15 AM
273	Light pollution/over-looking neighbours/privacy/skyline disruption because its obvious	3/29/2018 9:51 AM
274	Landscaping and Greenery	3/29/2018 9:21 AM
275	xxxxx	3/29/2018 9:19 AM
276	aesthetics - will it look nice and fit into the surrounding residential homes and neighborhood vibe.	3/29/2018 8:45 AM
277	Higher Density	3/29/2018 8:39 AM
278	Provided extensive car parking at the site to minimise street parking	3/29/2018 8:26 AM
279	I'm concerned that we're trying to pack too much in	3/29/2018 8:16 AM
280	The buildings need to be set back with significant landscaping at the front that can be easilty maintained	3/29/2018 8:14 AM
281	Ample space for trees, greenery.	3/29/2018 7:15 AM
282	value	3/29/2018 1:54 AM
283	Shopping centres	3/28/2018 10:13 PM



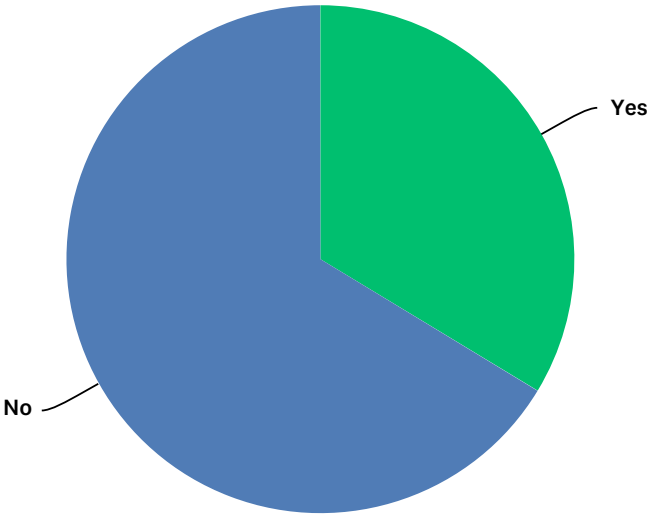
284	The colour schemes and designs of some of these buildings are an eyesore; eg 18 Whitehorse road, Blackburn's black block with hideous lime green glass, 386 Burwood Highway's ugly black, brown and white which is used all too frequently in new buildings and then this also has a part that looks like a big shipping container; maybe you could follow Shanghai's example and require at least mock ups of what the building will look like from the Highway etc including proposed colours (and any change to the colours or design have to be approved by council etc)	3/28/2018 9:29 PM
285	Height as this creates shadows and wind tunnels	3/28/2018 9:10 PM
286	C	3/28/2018 9:01 PM
287	Impact on environment	3/28/2018 7:58 PM
288	Impact on tree canopy	3/28/2018 7:55 PM
289	Parking availability within developments	3/28/2018 7:54 PM
290	Can the major road deal with increase in population?	3/28/2018 7:40 PM
291	Obstructing City Skyline	3/28/2018 6:58 PM
292	Height of buildings	3/28/2018 5:19 PM
293	Services to cater for influx of population	3/28/2018 4:06 PM
294	Appropriate parking should be provided on sight as is expected by existing buildings	3/28/2018 3:24 PM
295	Energy saving ideas along with sustainable designed landsca	3/28/2018 3:07 PM
296	Park - for family leisure	3/28/2018 1:59 PM
297	We need to keep trees around & replace gum trees with less dangerous ones	3/28/2018 1:48 PM
298	should allocate mix zoning in the single buildings for light commerical and High density residential	3/28/2018 12:52 PM
299	too many high buildings,lost view	3/28/2018 12:20 PM
300	green travel plans	3/28/2018 12:19 PM
301	Improving neighborhood for residents. Any development should actually help improve all existing aspects of a neighborhood	3/28/2018 11:46 AM
302	Street conjection must also be considered. Existing residence who live on these so called study areas must not be inconvenienced in that it takes them twice as long or more to exit there particular residence due to excess apartments in the area. The privacy of exising residence is a priority and must be considered. Therefore if a single dwelling is only on ground level, a four storey building would impinge on their privacy as well as diminish sunlight and light on their property.	3/28/2018 11:38 AM
303	facilities upgrades eg. shopping centres, parkland	3/28/2018 11:34 AM
304	Over shadowing of existing homes and loss of privacy. Gardens are being severally impacted by loss of natural water runoff and sunlight.	3/28/2018 11:28 AM
305	Building Design. Although the aesthetic quality of architectural designs are highly subjective, it is very easy to ruin the overall appearance of a community. Building design flexibility should be tempered by factors such as functionality, energy efficiency, public safety and personal taste. I am not sure who desides whether a new development looks good or not.	3/28/2018 11:25 AM
306	Consideration of neighbours ( the ways their life will be impacted )	3/28/2018 11:09 AM
307	Energy reduction inclusions, inc. solar panels, ability to open and close windows, timber exteriors, cotton, wool or compressed paper insulation, no polystyrene, no fume exuding substances, the list is endless, the result vital for good health	3/28/2018 10:46 AM
308	Household Garbage left on Nature strips around student accommadation	3/28/2018 10:40 AM
309	Car parking	3/28/2018 10:34 AM
310	Provide a "Safe" crossing over Blackburn Rd Burwood Hwy intersection = Overpass	3/28/2018 10:32 AM
311	Greenery, not necessarily set back but vertical gardens etc	3/28/2018 9:41 AM
312	effect on surrounding dwellings eg shade	3/28/2018 9:05 AM
313	Loss of green spaces	3/28/2018 8:47 AM
314	not too high so that development has an impact on the streets behind the major roads	3/28/2018 7:57 AM

315	Hopefully, some new services to match increased population	3/28/2018 7:53 AM
316	The impact and safety to the surrounding streets by the traffic using both the service road and the residential streets to access Mitcham Road from Whitehorse Road when traffic backs up.	3/28/2018 7:39 AM
317	Design walkable routes other than along main roads	3/28/2018 7:22 AM
318	NONE of the new developments have a 'city square' or outdoor gathering place for the residents to have some clean, green time together.	3/28/2018 6:58 AM
319	Enough off street parking	3/28/2018 6:51 AM
320	Open spaces	3/28/2018 6:47 AM
321	ensure there is still parks etc for families to enjoy	3/28/2018 6:42 AM
322	Appearance	3/28/2018 6:26 AM
323	Utility Infrastructure & services: including water, electricity, sewer etc because it is important that those already living in the areas are continued to be supplied/served adequately	3/28/2018 4:52 AM
324	modern	3/28/2018 12:15 AM
325	Additional Facilities for larger population density	3/27/2018 9:59 PM
326	retaining existing street trees wherever possible	3/27/2018 9:35 PM
327	transport	3/27/2018 9:24 PM
328	Is the infrastructure able to cope eg enough parking spots (I don't want people parked in front of my house all the time), will the roads be too congested due to high density living	3/27/2018 9:19 PM
329	Noise pollution	3/27/2018 8:48 PM
330	High development blocking sun	3/27/2018 8:44 PM
331	The environment will also be affected due to the new development;	3/27/2018 8:43 PM
332	Parking	3/27/2018 8:41 PM
333	Crime increase	3/27/2018 8:35 PM
334	enough parking under buildings to avoid street parking	3/27/2018 8:28 PM
335	Congestion	3/27/2018 8:17 PM
336	Access in and out of developments especially on service roads	3/27/2018 7:06 PM
337	Pedestrians	3/27/2018 6:59 PM
338	Load on old sewer, water and electricity infrastructure	3/27/2018 6:39 PM
339	do not increase already over-the-limits load on transport, roads, , education facilities, parks and other infrastructure	3/27/2018 6:07 PM
340	The local streets that potentially will be overrun with increased traffic and parking difficulties	3/27/2018 6:00 PM
341	Residents becoming angered that the council is once again building unwanted buildings in suburban areas	3/27/2018 5:41 PM
342	People's ability to launch class actions against inappropriate builds	3/27/2018 5:37 PM
343	Suitability of design to neighbourhood	3/27/2018 5:31 PM
344	access to parks and exercise / relax public areas	3/27/2018 5:11 PM
345	Accessibility for residents & sufficient off street parking for resident. ie. Minimum 1 space per apartment	3/27/2018 5:00 PM
346	Ensuring existing residents and/or road/path users are still able to access amenities safely - eg pedestrians still have access to safe footpaths	3/27/2018 4:40 PM
347	keep them green with trees, shrubs, gardens etc	3/27/2018 4:38 PM
348	Space. With more dense residential development the space will seem more cramped, detracting from the spacious feel of the area.	3/27/2018 4:37 PM

349	do not increase already over-the-limits load on transport, roads, shops, education facilities, parks and other infrastructure	3/27/2018 4:32 PM
350	Lack of parking	3/27/2018 4:31 PM
351	separation from residential property	3/27/2018 4:28 PM
352	Greenery - too many developments have little or no greenspace	3/27/2018 4:27 PM
353	Shopping facilities	3/27/2018 4:19 PM
354	how many new vehicles will be brought into the neighborhood, consider parking during the day and night	3/27/2018 3:57 PM
355	Infrastructure stress and quality of life	3/27/2018 3:47 PM
356	Adequate off-street car parking must be provided, far too many units have been built in the area without consideration as to where people can park their cars. Residential streets are already clogged day in day out with parked cars.	3/27/2018 3:39 PM
357	Not more than 3 storey. It will look awkward if more than that.	3/27/2018 3:37 PM
358	More thought about rubbish bins being located away from the street.	3/27/2018 3:36 PM
359	Preservation of character	3/27/2018 3:26 PM
360	Box Hill has been allowed to develop into a high rise, high density area and already public transport in that area and surrounding areas has been stretched to the limit.	3/27/2018 3:03 PM
361	visual impact, the development behind my house is a virtual block of grey rendering (the quality of which leaves a fair bit to be desired) cheap materials slapped up at huge profits, developers who care little for the aesthetics of the immediate are of secondary concern	3/27/2018 2:38 PM
362	Ample parking spaces provided outside the major roads	3/27/2018 2:06 PM
363	Creating a city that enables job growth	3/27/2018 1:49 PM
364	Houses close to the development will suffer a loss of bird life (and birdsong) and the quiet streets and green atmosphere of the nearby area will be transformed progressively into dense living suburbia. I expect these things will be no surprise to the council as that is precisely what they are trying to achieve.	3/27/2018 1:42 PM
365	Managing parking in side streets	3/27/2018 1:41 PM
366	Architectural appearance. The buildings should, as much as possible, blend into the neighbourhood.	3/27/2018 1:31 PM
367	Developments have enough parking spaces (to avoid parking in local streets)	3/27/2018 1:27 PM
368	Even distribution to avoid over crowding	3/27/2018 1:26 PM
369	Parking in side streets which is already a problem	3/27/2018 1:17 PM
370	appropriateness of architecture for area	3/27/2018 1:04 PM
371	Not over-reaching	3/27/2018 1:02 PM
372	Dominant human environment accomadates the new development NOT vice versa	3/27/2018 12:41 PM
373	Space / density for health	3/27/2018 12:20 PM
374	Maintenance of tree scape	3/27/2018 11:58 AM
375	Vegitation	3/27/2018 11:49 AM
376	Design quality. I am concerned dog boxes are being built especially for students. I don't want living standards reduced , just to make someone rich.	3/27/2018 11:49 AM
377	Appearance and over shadowing - people are losing sunlight when they are immediately bordered by larger developments.	3/27/2018 11:31 AM
378	shadowing	3/27/2018 9:10 AM
379	3	3/23/2018 12:57 PM
380	Dndj	3/23/2018 12:33 PM

Q2 Can you think of a good example of a new development along a major road corridor?

Answered: 395 Skipped: 2



ANSWER CHOICES		RESPONSES	
Yes		33.67%	133
No		66.33%	262
TOTAL			395

### Q3 Given you answered "yes" to this question, where is it? Full address where possible - this will help us fully investigate your comments

Answered: 134 Skipped: 263

#	RESPONSES	DATE
1	submission	6/1/2018 12:09 PM
2	Corners of Blackburn Highway and Springvale Road- commercial developments no longer scale hi-rise buildings are attractive close to the roadways ie. proposed multi-story units cnr B/W/H way and Stanley Street Vermont South	6/1/2018 12:02 PM
3	145 Cotham Road, Kew 65 Cotham Road, Kew 210 Cotham Road, Kew	6/1/2018 11:32 AM
4	145 Cotham Road, Kew 65 Cotham Road, Kew 210 Cotham Road, Kew	6/1/2018 11:19 AM
5	The unit complex opposite St Johns Catholic Church Mitcham. Plenty of trees,vegetation planted in front of building along Whitehorse Road. Plenty of space behind and side of building as a buffer between building and residential homes	4/22/2018 10:47 PM
6	I am imagining a major road with large canopy trees on both sides, with spacious and visually pleasing buildings lining the roadway, wide pavements with more trees like in London or Istanbul.	4/22/2018 10:08 PM
7	North side of Whitehorse Rd, Mitcham, near Mitch cafe	4/22/2018 9:01 PM
8	2 Worrall st Burwood	4/22/2018 8:57 PM
9	It is quite old now, but when it was first built the development at 1,3,and 5/1084, Tudor Apartments in Whitehorse Road Box Hill is tasteful and blended into the existing streetscape. It is the one that is only two-storeys high. Unfortunately there is now a four storey apartment complex which is next to this at 1088-1090 and it is angular, overlooks the surrounding neighbours and will probably date far quicker because it is just a mess of squares and angles. Both these apartment styles are softened by the fact that they are set back in the service road and have attractive street trees that soften the impact of them both.	4/22/2018 8:44 PM
10	Tudor apartments	4/22/2018 4:49 PM
11	1129 Whitehorse Road Box Hill. Appropriate use of land for Multi Dwelling which is close to amenities	4/22/2018 4:34 PM
12	Nunawading Station - no parking. They all park in our street	4/22/2018 2:44 PM
13	Rouge Apartments, 202/213 Burwood Highway. While perhaps not the prettiest design, it is of reasonable height and parking for it doesn't impact through traffic (unlike the new developments on Burwood Highway west of Middleborough Rd and the excessively tall, 5 and 6 storey, ones planned for east of Blackburn Rd on Burwood Highway)	4/21/2018 11:54 PM
14	770 Whitehorse Rd, Mont Albert VIC 3127	4/21/2018 1:52 PM
15	aurora melbourne central	4/20/2018 9:41 PM
16	QV complex	4/20/2018 9:32 PM
17	7 Riverside Quay, Southbank, Victoria, Australia, 3006.	4/20/2018 3:58 PM
18	st kilda rood tower	4/20/2018 3:52 PM
19	Not sure of address. The entries, car parks etc were at the back of the building. All the apartments looked down on gardens, with seats, bbqs etc.	4/20/2018 1:32 PM
20	Brunswick Melbourne, <a href="http://www.architectureanddesign.com.au/awards-1/2014-winners/the-commons-by-breathe-architecture-named-best-of">http://www.architectureanddesign.com.au/awards-1/2014-winners/the-commons-by-breathe-architecture-named-best-of</a>	4/20/2018 11:29 AM
21	Corner of Burwood Highway and Terrara Road	4/19/2018 9:37 PM
22	a blok of appartement in canterbury rd.opposite of forest hill chase.they have parking lot under each appartement unit	4/19/2018 3:13 PM

23	Apartments at corner of Milne Street and Whitehorse Road.	4/18/2018 7:32 PM
24	1) Sky Garden, 227 Springvale Road Glen Waverley VIC 3150 2) Glen View, 2-4 Blair Road, Glen Waverley VIC 3150	4/18/2018 10:26 AM
25	A couple of townhouse developments on south side Whitehorse Rd between Miller & Short Sts are unobtrusive & allow visual prominence of Whitehorse Rd tree avenues	4/17/2018 11:08 AM
26	Apartments near Toorak rd and Williams rd - this development is not too high and looks classy, not like the student accommodation along Burwood Hwy near Deakin.	4/17/2018 8:56 AM
27	Properties opposite The Glen on Springvale Road	4/16/2018 9:40 PM
28	Slowing traffic speed down Whitehorse Road has allowed safer movement with more traffic entering and exiting and reduced noise. Central flower and tree planting and interesting lights in centre of whitehorse road also gives a quieter more scenic look than a busy corridor of fast traffic along whitehorse road and in Box Hill.	4/16/2018 9:19 PM
29	Below baranbali Dr to Mullens Rd of Vermont south	4/16/2018 8:41 PM
30	Balwyn Area - the speed zone is 40. Neighbourhood watch area. Good number of crossings. Mixed moderate developments	4/16/2018 6:26 PM
31	Ramsay Gardens Vermont South	4/16/2018 6:11 PM
32	Ramsay Gardens Vermont South	4/16/2018 5:57 PM
33	Stud road / Harcrest blvd Springvale Rd./ Old Nunawading Studios	4/15/2018 9:28 PM
34	High rise apartments built/ being built along Burwood H/wy. from Middleborough Rd. to Elgar Rd.	4/15/2018 12:14 PM
35	Approx 351 Burwood Hwy, just West of Andrew St and opposite a child care centre.	4/15/2018 9:18 AM
36	Blackburn/Nunawading/Mitcham train precincts. Level of density increased in pockets around available public transport options. This allows businesses an opportunity to increase turnover with the increase in traffic in the area. Having more people around those areas also makes the stations feel safer.	4/14/2018 4:40 PM
37	From plans. NW cnr of Whitehorse & Middleborough rds. No highrise towers and minimal impact on surrounding properties with restriction of entry from neighbouring streets.	4/14/2018 4:20 PM
38	182-186 whitehorse road balwyn 3103	4/14/2018 2:12 PM
39	781 Whitehorse Road Mont Albert - 'Kingsley Apartments Complex'	4/14/2018 2:05 PM
40	Canterbury Road opposite Forest Hills shopping centre	4/14/2018 1:43 PM
41	Doncaster road and station street near Westfield Doncaster	4/14/2018 12:50 PM
42	Quest apartments on Springvale Rd Glen Waverley. Limit on height underground parking and mature trees to hide the building	4/12/2018 2:36 PM
43	Apartments on corner of Burwood Highway and Middleborough Rd, opposite RSPCA building which is also appropriate	4/11/2018 1:17 PM
44	North side of corner of Mahoneys and Caterbury Roads	4/11/2018 12:31 PM
45	cnr of Burwood Highway & Terrara Road	4/10/2018 4:18 PM
46	as I live in NSW	4/10/2018 11:45 AM
47	Toorak Road	4/9/2018 9:24 PM
48	whitehorse road box hill apartments too many and too high	4/9/2018 8:46 PM
49	Kingston --St Kilda Rd	4/9/2018 4:16 PM
50	Former institute of the blind development. Burwood Highway Burwood.	4/9/2018 7:57 AM
51	Whitehorse road Mitcham between Dunlavin Rd and Peel Street - Keep it to 3 levels and only on the major road - no need to go further into the surrounding streets	4/8/2018 3:30 PM
52	32	4/8/2018 1:48 PM
53	Low-rise residential and commercial buildings. More parkland and recreational spaces.	4/8/2018 1:37 PM
54	Whitehorse Road, Balwyn, near the library	4/8/2018 12:53 PM

55	tbd	4/7/2018 11:01 AM
56	as per my answer in question 1, look at the regional plan that Portland USA put in place in the 90s. Its not so much about one development, its about regional planning that creates a framework for development so that the development that occurs supports the regional planning goals. If there is no overarching plan to measure proposals against, you will lose control and it will be the developers that create the future of this region. I have lived in the US for many years, and am now spending most of my time back here and it is so refreshing to live somewhere that has not been destroyed by short-term, short-sighted development decisions that basically are in the financial interests of the developers, not the long-term interests of the community.	4/7/2018 8:59 AM
57	The study and cost to implement, is in \$Billions but will never work without satellite cities to allow for grass under peoples feet, peak traffic to work better there is NO immediate address, ... look at Burwood H/Way at Warragul Rd. 3 lanes into one.	4/6/2018 1:06 PM
58	Burwood Highway adjacent to Billabong park	4/6/2018 10:10 AM
59	whitehorse towers	4/5/2018 10:35 PM
60	Canterbury Road. Forest Hill(opposite shopping centre)	4/5/2018 2:48 PM
61	The area around Springvale shopping centre and dandenong shopping centre could be good examples.	4/4/2018 5:56 PM
62	ATO building Whitehorse Rd Box Hill. Corner Burwood Highway and Middleborough Rd, Burwood East	4/4/2018 8:29 AM
63	i don't know any, but i hope it will be the one	4/3/2018 8:27 PM
64	Jo	4/3/2018 9:46 AM
65	Box Hill shopping precinct	4/3/2018 12:37 AM
66	Appartments near BP service station 213 Burwood Hwy /Blackburn Rd	4/2/2018 10:37 PM
67	Yarra Bing Crescent, Burwood.	4/2/2018 9:30 PM
68	Burwood hwy east burwood	4/2/2018 7:24 PM
69	Cnr of Charlnet and Burwood Hwy	4/2/2018 6:38 PM
70	Can't recall. It had trees out the front and good access to parking	4/2/2018 5:26 PM
71	Proposed buildings at 331 333 Blackburn rd Burwood East	4/2/2018 4:55 PM
72	Whitehorse and minna st	4/2/2018 10:15 AM
73	Camberwell junction and surrounding area	4/2/2018 8:18 AM
74	I refer to developments along Whitehorse rd where there is a service lane which softens the impact on the major part of the road. Similarly along Burwood Hwy, however, we don't want 'towers' everywhere	4/1/2018 9:12 AM
75	Kinglsey Gardens on Whitehorse Rd seems to be one of the few developments that hasn't, too my knowledge, caused massive car parking problems on the main road and in side streets. I think it is naive to assume that anyone who can afford to buy in Whitehorse won't have a car when existing residents do have cars. This development also has front gardens for the units ( doesn't fill the site from front to back and side to side ) and reduces in height to the rear and side to reduce impact on neighbouring properties. It could do with a stop line on the exit road as residents ignore pedestrians walking along whitehorse road. The majority of smaller developments e.g. on Elgar Rd heading towards freeway have cause big traffic flow problems due to lack of parking.	3/31/2018 7:55 PM
76	City of Knox Westfield Shopping Centre.	3/31/2018 3:37 PM
77	Tudor	3/31/2018 3:09 PM
78	Yarra Bing development on Burwood Highway	3/31/2018 2:02 PM
79	I prefer the developments that have staggered levels no higher than 3 stories	3/31/2018 1:21 PM
80	Small business development, with lots of parking on site, little impact on existing residents	3/31/2018 12:24 PM
81	Ringwood area. Near the eastland.	3/30/2018 10:34 PM



82	Singapore city; fast n efficient underground train transport system. 2) top speed broadband 3) beautiful landscape, clean and safe streets from crimes	3/30/2018 10:17 PM
83	Opposite Mister&Miss 713 Whitehorse Rd, Mont Albert: Modern townhouses. -Middleborough Rd between Whitehorse Rd and Springfield rd: Start construction of similar plan for that block of land (former elderly home)	3/30/2018 10:01 PM
84	HAVE A LOOK AT THE USA APARTMENT STYLE (3-4 LEVELS) LIVING IT IS PERFECT! AUSTRALIA HAS YET TO GRASP THIS ATTRACTIVE STYLE OF LIVING! DON"T RESTRICT IT TO A SINGLE STRIP FACING A MAIN ROAD. EXPAND YOUR CREATIVE CAPABILITIES!	3/30/2018 9:35 PM
85	Harcrest on Stud Road Wantirna	3/30/2018 3:24 PM
86	Victoria Harbour - Melbourne Victoria, Sturt St South Melbourne	3/30/2018 11:25 AM
87	Those with one parking space for each bedroom, underground parking is OK, also a decent outdoor area to allow quality of life. Dogs should not be allowed in apartments with no outdoor area or only a balcony.	3/30/2018 10:19 AM
88	Quest - Mont Albert. Ample parking underneath so that the traffic doesn't cause chaos, not too high, restrained architecture	3/30/2018 9:50 AM
89	With the significant growth of Deakin university, a great increased demand in the needs of both commercial and residential services for students and staff directly link and have good access to the university is very important. the existing commercial area at the north-west corner is too small and far less than what are needed. The underway acroos Burwood highway link Deakin Burwood campus to Gillard street provded a great access and convenience to students, this makes Gillard street as a great location to be developed as a mixed zone of commercial and high growth.	3/30/2018 8:52 AM
90	In terms of the view of the building(not the height, or space between buildings), personally I like the style like Kubix on 400 Burwood Hwy, Warntirna South, 3152	3/30/2018 8:26 AM
91	9/11 Burwood Highway this is behind work and the car movement to our rear exit is increased	3/30/2018 7:54 AM
92	The apartments and townhouses development on the former/old St Andrew's Christian College site along Burwood Highway - now Yarra Bing Crescent - a mixture of apartments and townhouses set back with parking and nestled amongst gum trees. Although it was a massive development, they seemed to blend in nicely and aren't intrusive. Residents cars don't spill out onto the highway too.	3/29/2018 10:27 PM
93	Ddf	3/29/2018 9:13 PM
94	At ARRB location Burwood Hwy . Vermont South Existing setback is one of few still in City and at least could mostly be retained Suits the elevated topography of Burwood Hwy East Future Traffic off site here will need good visibility	3/29/2018 1:52 PM
95	corner of Middleborough and Burwood highway	3/29/2018 10:57 AM
96	Whitehorse Towers	3/29/2018 9:22 AM
97	XXXXXXXXXX XXXXX	3/29/2018 9:20 AM
98	ATO Box Hill, The Chen	3/29/2018 8:40 AM
99	7 Downing St Blackburn	3/29/2018 4:42 AM
100	high st northcote	3/29/2018 1:55 AM
101	The upgrade of the Eastland and Ringwood Library	3/28/2018 10:14 PM
102	386 Burwood Highway, Burwood East. I've also listed other examples in my answers to question 1	3/28/2018 9:30 PM
103	Vermont Private Hospital and Livingston Gardens on Burwood Hwy	3/28/2018 7:59 PM
104	Multiple multi-storey developments along Burwood Hwy near Deakin University	3/28/2018 7:58 PM
105	Apartments corner of Burwood Hwy and middleborough rd	3/28/2018 7:41 PM
106	Yarra Bing Cres, Burwood	3/28/2018 6:59 PM
107	Recently built apartments in Queens st Blackburn 3130	3/28/2018 3:11 PM
108	1101 Toorak Road Camberwell VIC 3124	3/28/2018 12:56 PM



109	A supermarket on Springvale Road, Nunawading opposite the Nunawading Railway Station on the ground level of the recently built apartment block.	3/28/2018 12:04 PM
110	Several along Burwood Hwy, one that I actually approve of across the road from Kmart Plaza	3/28/2018 11:09 AM
111	24054 hahjhuthe	3/28/2018 10:41 AM
112	Sky One 545 Station Street Box Hill	3/28/2018 10:36 AM
113	Doncaster Road and Pettys Lane Riversdale Road near junction Doncaster Road and Williams Road	3/28/2018 9:45 AM
114	Bourke road glen iris	3/28/2018 6:28 AM
115	Box Hill Central; St Kilda Road near Domain Interchange towards St Kilda.	3/27/2018 10:08 PM
116	Proposed old brickworks on Middleborough Rd. "Unrestricted parking" notation regarding parking on Middleborough Rd on the planning overlay???	3/27/2018 8:50 PM
117	Cnr Middleborough Rd and Burwood Hwy (Burwood Heights)	3/27/2018 8:43 PM
118	at intersection Doncaster Rd/Station St	3/27/2018 8:30 PM
119	Buildings on Burwood Highway and Springvale Road in Tally Ho (formerly) Technology Park. They have acceptable height, good, controlled access and attractively treed and landscaped. Admittedly no issue of adjoining residential on this site.	3/27/2018 7:13 PM
120	Deakin University - Elgar Rd	3/27/2018 7:00 PM
121	Either side, near corner of burwood highway and middleborough rd however, they would be small dog box student apartments and not enough on site parking (Students do have cars and is something they obtain shortly after arrival)	3/27/2018 6:44 PM
122	Corner Laburnum street and Whitehorse Road Blackburn - completed construction approx 2 years ago	3/27/2018 4:41 PM
123	Demolish all multi-storey buildings you somehow approved along Burwood Hwy which suffocated the road by reducing it to 1 or 2 lanes each way!	3/27/2018 4:36 PM
124	Cnr Milne St Whitehorse Road - block of units	3/27/2018 4:32 PM
125	Southbank area	3/27/2018 4:20 PM
126	434 Burwood Highway and 2A Minerva Cres Vermont South. A two unit 2 story development	3/27/2018 4:11 PM
127	Burwood H'way near Middleborough Rd	3/27/2018 3:30 PM
128	569-571 Whitehorse Road, Mitcham fits in nicely and creates great accommodation. I believe you should allow this type of development to continue down until Cook street where it becomes industrial zoning, at the moment it changes to GRZ for 6 properties which discourages a nice flow of high density dwellings on the highway. These should be part of RGZ to keep it consistent and considering that the properties there are abutting growth and opposite industrial and commercial properties.	3/27/2018 1:56 PM
129	Burwood highway near corner Renown Street	3/27/2018 1:42 PM
130	N/E Cnr Burwood Hwy & Middlesborough Rd	3/27/2018 12:00 PM
131	In Glen Iris, near a friend. I don't know the exact address. One here coming on Burwood Hwy is supposed to be 5 stories high - not what is stated here. Companies seem to just appeal to VCAT, modify a little and then go ahead anyway.	3/27/2018 11:33 AM
132	828 Whitehorse Road Box Hill	3/27/2018 9:10 AM
133	Dbdj	3/23/2018 12:33 PM
134	agsaghadha	3/23/2018 12:19 PM

## Q4 Given you answered "no" to this question, what don't you like about new developments being built along major road corridors?

Answered: 250 Skipped: 147

#	RESPONSES	DATE
1	submission	6/1/2018 12:41 PM
2	submission	6/1/2018 12:06 PM
3	I don't want any 3 storey homes built in our street it's bad enough now with the cars parked on both sides of the street. there's no room for two cars going in opposite directions to pass now.	6/1/2018 11:56 AM
4	Buildings built up to boundaries	6/1/2018 11:49 AM
5	They are built generally to an inadequate standard with showbox size rooms, inadequate if any green space. This is Whitehorse- not Singapore	6/1/2018 11:42 AM
6	• They look ugly as there is little thought to design. • There is not enough garden or trees. • There is not enough parking. • Laundry on balconies. • Parking on major road creates traffic bank-up. • Residents generally do not care for the property	6/1/2018 11:37 AM
7	see attachments	6/1/2018 11:15 AM
8	1. There are no sufficient green areas 2. No visitor car parking 3. Garage bins are in view of the street and are not shut properly and ravens, cats and foxes all scavage and scatter the rubbish which resident often do not pick-up= health hazard 4. Balconies are full of washing which could be hidden with an opaque light wall 5. Burwood Road and now a two lane highway instead of three. Parking should be short-term and continually policed. 6. Box Hill is far too crowded with inadequate parking for shoppers. 7. Before more buildings go up, the disgraceful transport exchange should be made dry and sheltered. 8. The elderly and disable visiting the medical centre in Station Street should be provided with a pedestrian crossing. The increase of traffic and congestion in that area is making it impossible to cross the road safely 9. Upgrade all services to cope with the enormous population growth 10 Provide rubbish bins at all bus and tram stops 11. No pets in high rise buildings	6/1/2018 11:12 AM
9	Over commercial buildings	6/1/2018 10:54 AM
10	High rise developments do not need to be on major roads. Why do we need high rise towers along these major roads, they loom over the roads running cheek to jowls! Over crowding, A ghetto is a part of a city in which members of a minority group live, especially because of social, legal, or economic pressure.	4/23/2018 12:28 AM
11	Often overdeveloped; too high; parking congestion; traffic flow not good. Not taking into quality of life for local permanent residents re points 1,2,&3.	4/23/2018 12:00 AM
12	New developments are over populating areas with literally no regards to the existing residents, traffic conditions or environment.	4/22/2018 11:47 PM
13	Too many blocks of units with drab facades placed near to each other and no vegetation in front of them. Areas that had garden frontages no longer have them.	4/22/2018 10:50 PM
14	Insufficient garden areas around apartments to allow for trees and shrubs to be planted. Lack of sufficient parking facilities for residents and visitors Drab, boxlike appearance of buildings	4/22/2018 10:49 PM
15	Traffic congestion Hoddle street for example	4/22/2018 9:58 PM
16	The buildings are too high and the entry is difficult.	4/22/2018 9:40 PM
17	Too many townhouses & apartments in residential areas - limit privacy for single level homes - as was intended when original homes were built.	4/22/2018 9:34 PM
18	They look ugly. People are forced to park on an already busy highway.	4/22/2018 8:34 PM
19	Along Surrey Rd Blackburn many cars are currently parked along the road most of the day & sum at night too	4/22/2018 7:23 PM

20	Size, they dwarf everything around them.No real gardens or canopy trees. Set too close to the road making them look bigger. Always cars parked out the front.They look cheap and bring the value of neighbouring properties down.Loss of character in a neighbourhood.Many are rented so dont know your neighbours.Loss of privacy by overlooking into my garden.	4/22/2018 6:04 PM
21	New developments are built with the developer's profits uppermost in design considerations, rather than the amenity of the residents and surrounding residents. There should be adequate green space and innovative design to maximise privacy and reduce noise for residents and neighbours. The new developments are often just blocks of units that take up most of the footprint of the property, with no interesting architectural features or integration of landscape into the design. There are often too many units in the development and living spaces can be box-like.	4/22/2018 5:08 PM
22	1. Large clusters of residential towers in suburbia are ugly, unappealing, and not in keeping with the aspirations and values of everyday Australians. 2. The unbelievable density of units being squeezed into these developments is not desirable as a permanent home. A transient population of residents will move on, leaving these types of buildings to become future slums. 3. Fence to fence building construction destroys existing vegetation which has, to some degree, mitigated environmental pollution. This type of land clearing leads to increased rainwater run off and flash flooding. 4.Invasion of privacy of numerous properties, not just in the immediate vicinity. 5. Severe and detrimental effect on traffic flow. Peak periods are noticeably longer, and massive development will inevitably lead to huge increases in the number of cars parked on, and seeking access to, these roads. 6. Tall buildings radiate heat, cast long shadows, and create wind tunnels and air turbulence. 7. Increased environmental pollution, including noise and dropped rubbish.	4/22/2018 3:26 PM
23	Where traffic and pedestrian issues aren't considered as part of the design.	4/22/2018 3:11 PM
24	An example is what has happened in Box Hill. Too many buildings, too many floors, lack of privacy, not enough parking space. Extra tall buildings cast large shadows and affect adjacent buildings by blocking out sunlight.	4/22/2018 1:34 AM
25	While I answered no to can I think of a good development, it is that I haven't studied any to date. While I am aware of several developments such as corner of Middleborough Rd and Burwood Highway I am not sufficiently familiar with the surrounds and impact on neighbouring properties to say whether they are good or bad.	4/21/2018 6:55 PM
26	I answered "no" because I can't think of any good examples directly. However, I can't really identify bad examples either. My main concerns with new development are related to the ability of the infrastructure/local area to support/manage it effectively. I believe some areas of infrastructure are not at an adequate level to support increased development.	4/21/2018 3:15 PM
27	Buildings too high relative to existing homes. No consideration for increase in traffic and need for parking.	4/21/2018 2:53 PM
28	Over-developed and overcrowding, overshadowing - no parking on site which means cars are parked on roads and block clearways, removal of all trees, no outdoor areas for drying clothes out of public view, ugly design and aesthetics, boxlike look, no real community spaces.	4/21/2018 1:28 PM
29	Development along major roads tends to be too high and too concentrated. There are simply not enough parking spaces and traffic infrastructure to cater to the increase in residents. Building high rise near railways does not guarantee that all residents will use public transport. The rise in traffic congestion around Box Hill and surrounding suburbs is a result of this flawed logic. Lack of parking spaces and congestion is already an issue around Box Hill City Oval. Any increased development in this corridor is simply bad planning.	4/21/2018 9:27 AM
30	Ugly and no consideration to aesthetic, too many levels, removal of all vegetation and substantial trees	4/20/2018 8:09 PM
31	adequate parking is never provided with visitors parking on the major road thus causing major problems, particularly in wet weather when we start with three lanes at the lights then people just push in to next lane already crowded with traffic. It's clear council & V-cat 'rubber stamp' these developments without proper planning consideration	4/20/2018 4:14 PM
32	Demolishing existing family homes replaced by ugly multi storey units all along Burwood Highway.	4/20/2018 12:54 PM
33	Too high, excessive density, insufficient parking on site, too crowded. Do not match existing housing. Look out of place. Negative affect on neighbourhood - change of character.	4/20/2018 12:03 PM

34	massive built form - no greenery - no open spaces -insufficient onsite car accommodation - ugly architecture that is unsympathetic to existing residential area - no onsite storm water retention putting pressure on existing utilities and huge increased power consumption with a/c and no shading from trees	4/20/2018 10:42 AM
35	it will become another Box Hill with increasing crime rates and residents of the apartments hanging clothes outside their balconies. More people hanging around the area. All the above are out of control by Police and Council. It will destroy the current peace and tranquility of the area. Whitehorse Council has been well known to have put revenue before residents who pay rates. The current rates payers have been neglected being protected their life investment (property) and own home by the Council. No more another Box Hill !	4/19/2018 10:45 PM
36	Too close to main road	4/19/2018 8:11 PM
37	The new development is not appropriate for the area nor does it fit in with the existing character of the area. New development will result in further car parking congestion and a lack of privacy in the affected streets.	4/19/2018 4:55 PM
38	The new developments are forming solid masses like walls which do not fit in with their surrounds, do not provide sufficient parking off street and generally stand out like a sore thumb. Too much emphasis is placed on "how many units can we squeeze in" and not enough emphasis on good design. How can this development contribute to improving the neighbourhood.	4/19/2018 3:34 PM
39	In particular big buildings along the highway blocking out feeling free and not closed in; parked cars along the Burwood Hwy closing off a lane because no car parks (in some cases, literally, none!) are built into the new place	4/19/2018 3:29 PM
40	can't think of a good development for Q.2 right now but do not like new developments which are built too close to the road ie have not enough set back. They should have good landscape.	4/19/2018 12:42 PM
41	See answers to first question. There may be good developments but none come immediately to mind	4/19/2018 10:31 AM
42	They are too tall and too crowded they mainly cater for young people who either study or work , who really dont seem to care much about keeping their surrounds clean. Also those balconies with clothes hanging to dry, AWFUL!!	4/18/2018 9:46 PM
43	Far too big and modern, poor quality, tend to look tacky and not well maintained after 5-7 years. Not sympathetic to the landscape	4/18/2018 8:35 PM
44	Too big and look out of place in suburbia	4/18/2018 10:12 AM
45	Many along Burwood Hwy. Little or no (cnr Middleborough Rd) front garden. Trees have been removed and not enough large trees for birdlife. Limited parking so many cars on highway, some in clearway times.	4/18/2018 8:04 AM
46	Increase in traffic - living in a minor street that is a run through from one major road to another the higher density living has caused our street to become busier.	4/18/2018 7:58 AM
47	lack of thought to ease traffic. instead of pedestrian crossings, build bridges over roads to ease traffic.	4/17/2018 1:38 PM
48	Just not aware as I write this. Would have to go out and look!	4/17/2018 11:32 AM
49	Because it will significantly increase the number of population in these areas and effectively the traffic. Ultimately, the beautiful nature and environment will be ruined by the new developments as well.	4/17/2018 6:46 AM
50	Traffic mgt is poor and has lead to problems, parking for these developments not sufficient, green space, height of structures and impacts on neighbourhoods	4/16/2018 5:27 PM
51	CAN'T RECALL ANYTHING	4/16/2018 2:20 PM
52	The buildings along Mont Albert Rd looks great, and let you think of Elegance, Quietness, European Classic, and the nice living area	4/16/2018 11:55 AM
53	I live on Redhill ave, and I don't want a high rise on Burwood Highway as it will block all sunlight from my house, I've lived in this house for 50 years and I know there isn't enough parking.	4/16/2018 10:44 AM
54	Most of the buildings that are of a quality nature are advantageous to the suburb, but there are lower quality builds that add little or any value, and again just bring more cars into an area that is already short on adequate parking.	4/16/2018 9:32 AM

55	going into Box Hill, confronted by large walls of building, no setbacks, no character, I hate going anywhere near it.	4/15/2018 11:13 PM
56	too many of them have nothing at street level-i.e. they are all services or car-park entrances, they rob the street level of anything remotely 'neighbourly'	4/15/2018 6:08 PM
57	no idea what you are talking about	4/15/2018 5:18 PM
58	buildings are of sub standard- slums of the future. Minimal/no setback from the road. No room for trees, which are important for climate and air control	4/15/2018 4:30 PM
59	Ugly buildings, traffic and lack of parking spaces for single unit houses near apartment blocks	4/15/2018 1:01 PM
60	At this stage there has been no traffic change conditions evidenced or upgraded local amenities such as small local shopping centres prior to the construction or approval	4/15/2018 12:24 PM
61	Most are very ugly	4/15/2018 10:18 AM
62	It will be a heavy traffic issue.	4/15/2018 7:37 AM
63	To be considerate of neighbour lower density area such as traffic, privacy and overshadowing issue.	4/14/2018 9:27 PM
64	Most impede visual aspect and create a built in feeling destroying the community openness	4/14/2018 8:05 PM
65	Some intrude into existing space too much. Others cause parking to be reduced or safety to be compromised or traffic speed to be reduced.	4/14/2018 7:37 PM
66	These tend to visually stand out and not in keeping with the neighborhood surroundings. Architects appear to make their own statements when designing buildings and not take into account in keeping with the design of neighboring structures.	4/14/2018 4:15 PM
67	Too many apartments in high buildings (rather than single houses) meaning overcrowding, too much on-street parking, traffic too heavy. Too many cars parked in suburban streets is dangerous for local driving, especially if too close to intersections with major roads.	4/14/2018 1:10 PM
68	Box hill	4/14/2018 11:54 AM
69	Lack of consideration for existing residents, additional costs through re-zoning which will force many residents to move	4/14/2018 10:51 AM
70	Too many small apartments primarily targeting investors rather than owner occupiers.	4/13/2018 9:56 PM
71	We strong against multi-level apartment along the road which will not only change the beautiful landscape but also cause over population and traffic congestion. 3 levels will be the maximum.	4/13/2018 9:52 PM
72	every building along Burwood Hwy is unbelievably ugly, has no on-site parking which causes congestion reduces 3 lanes to 2 lanes, has absolutely no architectural appeal it would appear that the council is only interested in maximising rates and minimising costs to your developers	4/13/2018 7:57 PM
73	In my area the Zoning was changed because It was on Burwood Highway. It is plain as day that the highway has "NO STANDING" from Sevenoaks Road to Blackburn Road Burwood East and, the only access to these blocks is via Ray Rd. Ellesmere Rd. and the West end of Redhill Ave. These roads are approx. 7.6 metres wide, and from the East end of the western part to Ellesmere Rd./Ray Rd. intersection is approx.196 Metres. with cars parked on both sides of the streets it is oneway traffic.	4/13/2018 5:07 PM
74	Extra traffic, congestion, Blackburn is not a good area for large dwelling development.	4/13/2018 4:02 PM
75	Unattractive. Poorly incorporated into neighbourhood character. Poor traffic management.	4/13/2018 12:01 PM
76	Inadequate provision for parking provided by developers on site this causes congestion in side streets and reduces 3 lane carriageways to 2. New developments don't conform to any aesthetic plan, built to minimize costs rather than for architectural appeal and are generally ugly. High population density increase puts strain on passive recreation spaces.	4/13/2018 7:54 AM
77	Unattractive, cheap looking buildings. Lack of green space and trees. Height is sometimes more than 4 storeys.	4/12/2018 7:30 PM
78	The height of the developments & how overwhelming they are for existing residents along with the lack of privacy, impact on access to sun & light, etc.	4/12/2018 6:34 PM
79	In appropriate places all right but many are built on very dangerous intersections eg. Stud road, Knox, or interfering with existing residences.	4/12/2018 5:43 PM



80	congestion, environmental and parking problems as mentioned in Q1	4/12/2018 3:23 PM
81	Increased congestion	4/12/2018 2:37 PM
82	There are too many of these developments to the extent that they are causing safety, security, traffic and privacy issues	4/12/2018 9:50 AM
83	it's more a lack of exposure to them in my immediate area - I lived near some poorly planned apartments (eg. one parking spot for every three apartments, affecting the very limited street parking nearby) at one stage which is why I mention parking and traffic flow as a problem, however I have seen some works-in-progress which seemed likely to interface well with a neighbouring side street... but I have no idea how the completed structures fared in terms of ongoing effect to said street. There also needs to be consideration for the proportion of 'green' areas like small parks and gardens to avoid a main street turning into an overly dim succession of solid structures.	4/11/2018 10:44 PM
84	Developments should not be only tall buildings to fit in more people. They should have proper design including public space, parking and services within the developments. At the moment, none of the developments within Whitehorse have incorporated these things.	4/11/2018 8:19 PM
85	They don't take into consideration the impact on current infrastructure and they are not designed with consideration to the demographic of the area	4/11/2018 4:13 PM
86	Often the development is so intense that it renders existing developments less useful. An example is parking at Box Hill. I know people who no longer shop there because of parking difficulties.	4/11/2018 2:48 PM
87	it creates a tunnel effect	4/11/2018 11:16 AM
88	The size, position and appearance of budget built buildings and the increase in the population without necessary infrastructure etc	4/11/2018 8:55 AM
89	It is too early in the rgz idea along Whitehorse road to fully know what is working and what is not. Parking in streets back from Whitehorse EF has significantly increased in the last 12 months.	4/10/2018 7:56 PM
90	Easy to see	4/10/2018 7:40 PM
91	Many along Burwood Highway are set too close to the footpath with minimal landscaping and trees. They dominate and crowd the streetscape, closing in the area. The height and materials used in these boxy structures call for landscaping to soften and make the area more user friendly.	4/10/2018 7:38 PM
92	They impose on current residential dwellings, don't factor increased traffic flow and are just too significantly big for the current environment. Example - corner of charlnet drive and burwood hwy.	4/10/2018 6:45 PM
93	Apart from the previously mentioned degradation in character, living standards and amenities of the impacted area, traffic lanes along the major road corridors are often sacrificed for additional residential parking, thus creating traffic hazards and congestion. New developments along major road corridors should address all and potential parking requirements.	4/10/2018 4:00 PM
94	too much high rise with the increase traffic problems	4/10/2018 1:18 PM
95	Traffic congestion, parking, pollution and Noise, density problem to the nearby residential areas	4/10/2018 11:25 AM
96	I think they are a necessary evil but often lead to cheap and nasty apartment blocks being built with no consideration to overall planning of community	4/9/2018 8:15 PM
97	most of the growth areas are small, unpleasant apartments, not fit for family living. Other medium density aims to create English type old housing replicas and fail dismally	4/9/2018 7:28 PM
98	You do not take in consideration for people already living there. Overshadowing their property and their privacy. Over development of sites loss of trees . Don't want Vermont South to look ugly like Box Hill has become. I am afraid these properties will become slums in the future. It is a nice suburb to live in but by building these apartments you are going to make it ugly. I thought Whitehorse was all for a leafy suburbs. With these apartments come more cars which the apartments do not supply enough (in fact they are always trying to reduce parking in their buildings) therefore clogging up the streets. And I think the councils are chasing rates dollars instead of maintaining green suburbs.	4/9/2018 5:36 PM
99	Often of poor quality design, insufficient landscaping to mitigate loss of vegetation, excessive permitted height limits impact detrimentally on adjoining properties	4/9/2018 4:16 PM

100	The main issue is that, all developments in the following corridors to don't have enough on site parking. Hence we are seeing the overflow on vehicles into neighbouring residential streets. This is having a major change to the amenities of the area. I see and hear it all the time from residents, its a major talking point.	4/9/2018 9:38 AM
101	overcrowding.	4/8/2018 9:35 PM
102	Many are too high and overpowering.	4/8/2018 6:06 PM
103	They are usually detrimental to the character of a suburb and seem to have the profitability of the project for the developer as the major priority.	4/8/2018 4:07 PM
104	Stark appearance. No vegetation. Create car parking issues	4/8/2018 1:49 PM
105	They are ugly. Along Burwood Highway there are many apartment blocks very close to, or directly along the road ie., no setback. The balconies are always full of washing. They are environmentally inappropriate. In the long term, not good for residents or neighbours.	4/8/2018 9:15 AM
106	Ugly, square/ box shape designs, that don't compliment the existing character of surrounding properties.	4/7/2018 5:19 PM
107	tbc	4/7/2018 11:01 AM
108	They do not take into account the existing character of the place and do not take into account how the increased traffic and congestion will negatively impact the local residents.	4/6/2018 11:41 PM
109	over crowding & residents who are overlooked by large developments	4/6/2018 4:02 PM
110	They do not fit into the colours and styles of the neighbourhood, they have destroyed a large amount of established trees, they have inadequate parking and our roads are now so congested or single lanes as a result. Some of the occupants do not take care of their (new property) and gardens are neglected, rubbish is left around and the property becomes an eyesore.	4/6/2018 1:23 PM
111	Parking of unit or apartment / townhouse residents as already our street are congested with non street resident parking.	4/5/2018 7:55 PM
112	The height of a new building might over shadow the backyard, or even part of the house that is right behind it. plus possible invasion of privacy, which would be very likely to have negative impact on properties value in Neighbourhood Residential Zone and General Residential Zone	4/5/2018 4:25 PM
113	Holds up traffic and reduces parking for residents and their visitors	4/5/2018 11:24 AM
114	In Box Hill particularly they are too tall - many are out of character to the surrounding neighbourhood and too close to the roadway, limited parking, traffic flow issues - limited if any landscaping/greenery	4/5/2018 10:36 AM
115	Too many skyscrapers	4/4/2018 10:24 PM
116	They impact on neighbouring properties in a way that forces owners to sell and this is unfair.	4/4/2018 6:04 PM
117	Many developments seem to look dull and be constructed off poor quality finishes (EPS + Render) or are extremely large such as the new towers in Box Hill.	4/4/2018 2:38 PM
118	architectural monstrosity, building that have no character and local flavor, bad street integration in terms of pedestrian and vehicular access, lack of focal/landmark/green pockets	4/4/2018 12:38 PM
119	Ugly apartment blocks multi level building along hwy. Welcome to Whitehorse, the money driven council, the new look ghettos.	4/4/2018 12:28 PM
120	Congestion - increased traffic, lack of off street parking for new developments, noise, continual "building" noise/trucks, no consideration for existing residents ESPECIALLY the elderly who can feel intimidated!!!	4/4/2018 11:35 AM
121	They are an absolute disgrace and will drive residents out of the area. They are too big (up to 6 stories at the end of my street) and will cause traffic bottlenecks. We are selling the farm to Chinese property developers in this country with little or no consideration of infrastructure to support these developments. Council tries its hardest but can't beat VCAT or the Supreme Court. There will be a heavy price paid for these developments. Just look at the mess that is Box Hill	4/4/2018 9:49 AM
122	They appear insular and not integrated into the local area. People who live there seem to not live in the neighbourhood in the same way as existing residents. Usually they are rented and not attractive to young families due to lack of open space within the development.	4/3/2018 8:32 PM

123	See answers to Q1! Take Burwood Hwy - Elgar Rd to Station St (encompassing Deakin Uni). Medium-density residential developments on southern side of Hwy with minimal off-site car parking. Deakin Uni with poor access for cars from Hwy at peak times (long tail-backs east towards Station St). Pedestrian underpass from tram stop to uni something from the Dark Ages and other pedestrian crossings of Hwy only at Elgar Rd and Station St intersections. Then, take a look at PLC at pick up times in the afternoons - tail-backs spill onto Hwy blocking intersection because Elgar Rd entry to PLC too close to Hwy corner - shouldn't have been allowed in the first place).	4/3/2018 4:44 PM
124	Often new buildings do not fit in with existing buildings. There are many examples of reduced car parking.	4/3/2018 4:08 PM
125	As long as it makes money for the developers and council who cares what the residents think?	4/3/2018 2:13 PM
126	The size/density of dwellings often exceeds the "carrying capacity" of the local neighbourhood. Set backs do not seem to be great enough often restricting site lines for drivers particularly around intersections. Inappropriate colour schemes are often used (eg. the yellow peril on the corner of Minna Street & Whitehorse Rd in Blackburn).	4/3/2018 1:03 PM
127	Lack of trees and greenery. New developments should have at least 30% of the land space devoted to plants, especially big trees for shade. If not, we risk increasing temperatures due to Heat urban Island effect eg. walk down Tanner St Richmond in spring or summer - it is like being in an oven. In addition, water runoff on the property should be either collected in tanks for re-use or allowed to seep in ground via permeable surfaces instead of directing it to storm water which can't cope and will increase flooding.	4/3/2018 11:41 AM
128	Increased vehicle traffic in an area which is already crowded. Remaining housing being overlooked by apartment buildings. Overcrowding; noise pollution	4/3/2018 10:34 AM
129	Too populated. Parking is an issue. Rubbish dumped along the corridors without proper disposal.	4/3/2018 9:21 AM
130	Apartment buildings are anathema to all residents	4/3/2018 9:17 AM
131	Poor access to car parking for service vehicles.	4/3/2018 8:22 AM
132	You got more people in new apartments. They drive. This means parking issues that will spillover into the neighboring residential areas. Congestion. More cars on the roads during peak periods	4/2/2018 11:30 PM
133	Too high density. I am concerned about the mental health issues of cramming too many people into too small spaces with not enough green spaces.	4/2/2018 9:40 PM
134	N/A	4/2/2018 8:29 PM
135	The traffic it creates and the litter and pollution created by renters who live in these residents. it lowers the look and feel of the suburb. Parking also becomes an issue	4/2/2018 6:43 PM
136	Impact of surrounding properties	4/2/2018 5:46 PM
137	Overshadowing of residential areas and congestion	4/2/2018 5:21 PM
138	Too high	4/2/2018 5:01 PM
139	1. There has been no/little impact study on already heavily congested Burwood HWY over past years, causing traffic jams and delays with cars parking on the road consuming petrol, increasing travel cost for commuters, deteriorating air quality, increasing noise levels. 2. Lack of planning and parking spaces associated with multilevel apartment buildings, causing overflow of cars into adjacent streets blocking local traffic and driveways as evidenced along Burwood HWY and other similar areas. 3. It will cause man made over crowding in the area, increasing pressure on limited public services and resource, inflating the rates (the council has been more than doubled over the years), and potential increase of crime rate and negative impact on public safety.	4/2/2018 4:51 PM
140	On Burwood Hwy anywhere near Deakin University they seem to be student-only focussed; foreign students are transitory and have little regard for community values and litter footpaths with discarded furniture and belongings; they attract endless people who disregard morning peak hour parking restrictions and block a lane in spite of daily bookings; they do not fit the landscape of the existing community; they decrease the value of existing residential properties; they increase housing density and it's associated traffic and need for more roads parking and transport.	4/2/2018 2:17 PM



141	the only development completed to date is on the former factory site cnr Laing Street and Whitehorse Road. This development provides limited options for different sized apartments, provides no off site private open space for residents. Current location mitigates loss of amenity to residents by its location in a former commercial development zone. However, development on the opposite side of Whitehorse Road illustrates real impact on houses behind this development site, loss of trees and amenity in the local area of Mont Albert. No set back, no tree protection, developer attempts to increase heights from 4 to 5 or more levels; poor interfaces with existing residential dwellings in GRZ and other zones eg opposite Kinglsey Gardens	4/2/2018 1:46 PM
142	New developments hardly work together visually because developers propose developments at different times. Whilst Council guidelines would try to balance various considerations, they are usually too broad.	4/2/2018 12:32 PM
143	Constricted roads due to on-street parking. This artificially reduces road area and poses a danger to cycling traffic too due to the merge as well as raising the chances of dooring incidents.	4/2/2018 11:51 AM
144	As a resident I don't want to be surrounded by apartment blocks	4/2/2018 11:23 AM
145	Don't think it is a good idea. I don't want Nunawading to start to look like Carlton or inner city Melbourne.	4/2/2018 11:08 AM
146	Box Hill is an example of bad development. Road congestion, Not enough parking, feeling boxed in (streetscape not addressed in this location). I do not go to or through Box Hill for this reason.	4/2/2018 9:23 AM
147	See question 1. I don't object to development per-se but feel that the assumption that residents will only use public transport fails to recognise that cashed up new residents are in general going to own cars and so will their staff, visitors and customers.	3/31/2018 7:50 PM
148	Too high, major disruptions to residents in the building phase, lack of planning re traffic management	3/31/2018 7:45 PM
149	current properties will lose value if they are behind new structures	3/31/2018 7:02 PM
150	There are too many developments that greatly add to much more traffic entering directly onto the road corridors, some without any means of regulating that traffic.	3/31/2018 3:21 PM
151	1) exceeding level limit such as the one approved at Vermont South; 2) lacking of buffering or transition between RGZ and non-RGZ, which was made worse because of the long strip shape of the RGZ corridor.	3/31/2018 2:46 PM
152	Close to Deakin University, developments tend to be student accommodation. Not family orientated and under-utilizing the potential for families to access public transport to work in the CBD, etc.	3/31/2018 1:22 PM
153	the map that was distributed is unclear about where the development will have an impact....is it along the main roads? or all the residential houses in the red blocks?	3/31/2018 11:49 AM
154	I haven't actually studied them as I am new to this area. However I think that two stories should be the maximum in current residential areas. Three stories would be acceptable if the development abuts a shopping centre, public park, etc.	3/31/2018 11:03 AM
155	mainly built too close to the road	3/30/2018 8:32 PM
156	Too large for the size of block, not enough off street parking. Too tall.	3/30/2018 8:18 PM
157	They are a over development ugly and are changing our suburbs to much and devalue homes next to and around them that is why people are selling up and moving people don't want to live next to a concrete shit hole full of people coming and going rubbish left everywhere and are a eyesore and ruin our quality of life	3/30/2018 8:14 PM
158	Increase traffic	3/30/2018 3:24 PM
159	Those along Burwood Highway appear to be cheap, low quality student housing for overseas students.	3/30/2018 3:19 PM
160	Too many dwellings concentrated in a small area puts pressure on all around with regards to infrastructure	3/30/2018 2:23 PM
161	They are to close to the road (not enough set back ) they are too big and they cut out sunlight. The ones in Box Hill will be the ghettos int he future. Poor design and built to maximum profit	3/30/2018 1:46 PM

162	<p>Apartments are too small, build quality is poor, built to maximize developers profit at the cost of the tenant. The original housing commission flats were better built and demand a premium in inner suburbs - a pretty telling indictment for the current crop of future slums being built. Planning guidelines are ignored or overruled by VCAT - 5 to 7 story developments are built in medium density zones. Existing parkland is encroached on and community amenities are degraded through over use. Under developer-centric processes there is NO advantage to the community for these developments. Costs are socialized and profits privatized. Parking is completely inadequate - no, we cannot all take public transport to work, it doesn't go where it is needed and try carrying the shopping for a family of four on a bus - it ain't going to happen. So stop letting developers live in a fantasy land of one car per family - everyone is working. Heaven help you if there are visitors - they have to park in adjacent suburbs! Light and privacy considerations are legislated away. You have no rights to light and fresh air apparently. Complaining that a development will cut off your natural light for 6 months of the year will just get you a "too bad". You still have a few hours of light during summer so just learn to like it. I'm certainly hoping my new neighbors enjoy watching us in our pool - it will be a new experience for me, that's sure.</p>	3/30/2018 1:13 PM
163	<p>These are high density developments, more than 4 storeys high. The State Government planning scheme envisages only medium density up to 4 storeys. Why has this been ignored? The developments have inadequate provision for parking which spills into local streets. They overshadow their neighbours' homes. The public transport options are not feasible for travel to the city and it is not realistic to say that residents in these new dwellings will not have one car per adult.</p>	3/30/2018 12:51 PM
164	Y	3/30/2018 12:17 PM
165	d	3/30/2018 10:58 AM
166	<p>Because such developments don't increase business activity where they're built instead they put strain on surrounding infrastructure and environment.</p>	3/30/2018 10:14 AM
167	<p>e.g. the development of a new suburb in Burwood along Middleborough rd. That road is constantly congested as it is, Blackburn rd on the other side is only marginally better. The suburb appears to be getting their own shops etc which is great, but access to and from it might be tricky. Development of lots of units on Sergeant St, Blackburn - where will everyone park? The footpath leading to Laburnum Station from Sergeant St is not very safe (no lighting, uneven gravel, lots of weeds, nobody seems to want to take ownership of it).</p>	3/30/2018 9:31 AM
168	<p>More apartments being built along Burwood Highway however no new shops were being built in the vicinity area. The apartment building around the corner of no. 391 Burwood Highway is so close to the main road and doesn't synch with anything nearby! The setback of apartment is out of synch with RSPCA building? We absolutely do not need such a gigantic building around that corner. What purpose does it serve?</p>	3/29/2018 9:43 PM
169	<p>When developers seeking profits has no interest in conforming to neighborhood character design themes, the whole street scape is filled with inconsistent awful sight of inconsistent building designs</p>	3/29/2018 7:15 PM
170	<p>The high rise and small cramped units. Dog houses. More in line with Asian country not Australia all airing their laundry for all to see. Slum areas</p>	3/29/2018 6:58 PM
171	<p>look at the traffics now, with increment of residents, how are we going to improve it? looking at the new buildings on whitehorse road, how much white pollution (glass wall) has it caused? at certain time, driver can't even open their eyes with the reflection</p>	3/29/2018 4:59 PM

172	The modern 'maximise the site' approach has resulted in seemingly no setback rules or anything that protects local aesthetics or allows for a tree lined or garden outlook to soften the stark ugly, ridiculously coloured boxes that these days pass for architectural design. (A box is the cheapest way to build and it looks like it). These cookie-cutter cheap and nasty developments are ugly, and all based on massive sardine cans with minimal community friendly consideration. They have as close to no parking as they can get away with - despite this being Australia where regardless of city centric public transport, we still need cars to travel anywhere else. These modern apartment boxes are way too densely populated and bereft of any real architectural design. They have all moved away from the traditional beauty of open space, gardens and trees (which is what makes a beautiful suburb). It is bringing the concrete jungles of the cities to the suburbs and has already altered the enjoyment of the area. Just getting around has already doubled in time lost and while stuck in the now standard non-moving congestion on the Burwood Highway (for example) you get to really look at just how awful the new boxes with their lines of rubbish bins and vehicles spilled out parked in the main drag and the side streets really are. Short-term council revenues will become long term liabilities in dealing with what is shaping up to be extremely poorly planned brand new modern-day ghettos. The main roads have already lost much of their usefulness resulting in surrounding back streets being used as cut throughs - which then get stupidly shut down with car damaging speed humps and road obstructions that just help to congest the area even more. (Considering that the traffic is generally already slow in the side streets because of all the parked and illegally parked vehicles that now use them as public transport parking. Many more of the vehicles parked in side streets are spillovers from all these over-developed wonderful apartments) Whitehorse has allowed Box Hill Central to morph from a once beautiful and wonderful location to become what is now an overcrowded, ugly, cheap and nasty, dirty street stall environment both inside and out and it looks like you are going to spread and expand this ugliness. Less density and well planned good design would make an enormous difference - but we haven't seen anything like that for decades.	3/29/2018 2:41 PM
173	It may impose pressure on local traffic and cause additional congestions.	3/29/2018 2:08 PM
174	There needs to be supporting infrastructure built to support these new developments. What is the use of building multiple new apartment blocks if the train stations or roads are not being upgraded accordingly? Both Laburnum and Blackburn stations are frequently overcrowded with lack of facilities such as parking. Whitehorse Rd is at a standstill during peak times.	3/29/2018 2:01 PM
175	you are not considering existing residents - I came to Vermont South because of the environment - if I knew that major development was to take place I would have never bought in this area.	3/29/2018 1:11 PM
176	Larger 3-4 story developments can overshadow existing smaller dwellings impacting privacy and access to sunlight despite being designed within building guidelines. New larger dwellings need to consider how they impact neighbouring smaller dwellings	3/29/2018 11:55 AM
177	They tend to become a complex of a row of "boxes" with no thought of style or blending in with the surrounding environment. Basically an eyesore as one drives past on the roads.	3/29/2018 11:13 AM
178	Not enough parking, leads to people parking on the roads. Developments look cheaply built and ugly and gives an impression of a shanty town in a 3rd world country. People hanging their laundry externally adding to this look.	3/29/2018 10:52 AM
179	The overshadowing and the impact on the local amenities	3/29/2018 10:35 AM
180	ugly, impersonal, reminds me of Singapore, Hong Kong etc - not the real Melbourne - people living in shoe boxes; never meet/see your neighbours; no gardens for kids to play - do you really need to know more!	3/29/2018 9:54 AM
181	increased traffic volume cars parked all over the place impeding traffic flow	3/29/2018 9:50 AM
182	They make the area far busier than it was before, and you essentially lose the "quiet suburb" feel.	3/29/2018 8:46 AM
183	They do not fit in with the character of the area, there are too many side by side and across the road from each other, they will create a wind tunnel up Whitehorse Road when they are all constructed, they are too tall and have huge impacts on adjacent residents in terms of privacy, reduced street car parking and increased traffic on already busy roads.	3/29/2018 8:31 AM
184	lack of parking, the fear that I will encroach north of Whitehorse road into more suburban housingbareas	3/29/2018 8:17 AM
185	Height, material types, square boxes and lack of colour. These building will quickly be out dated. rear and front set backs need to be significant to minimise impact upon abutting properties.	3/29/2018 8:16 AM

186	Increased traffic around the residential streets as people try to avoid traffic. This makes it especially dangerous around schools and parks	3/29/2018 8:14 AM
187	Littering / indiscreet placement of general waste may be an issue.	3/29/2018 7:17 AM
188	They have no setbacks, no trees, and zero street appeal. they create shadow on footpaths and high concrete walls that make pedestrians unseen and unsafe.	3/28/2018 9:12 PM
189	A	3/28/2018 9:02 PM
190	Lack of parking provisions, failure to conceal utility meters and rubbish bins. Lack of established trees and landscaping, too close to main road.	3/28/2018 7:58 PM
191	Height of buildings not fitting in with the surrounding environs	3/28/2018 5:21 PM
192	Congestion & noise in inappropriate residential areas. Ask rate payers if they want the changes. We pay good money for our properties and then council allows too many dense developments in the residential areas which impacts on the aesthetics, peace and traffic flows. Tired of trying to get from A to B without trucks and builders everywhere.	3/28/2018 4:17 PM
193	Higher buildings change the neighbourhood character that existing (long term) residents invested in when they purchased their property.	3/28/2018 3:27 PM
194	It is good but need to avoid high housing density	3/28/2018 1:59 PM
195	Access to road difficult . Impossible at peak times therefore dangerous. Huge tower blocks can also turn into ghettos Australia has some beautiful streets and none of them have ugly tower blocks .Whiterhorse Council needs to think carefully before turning the suburbs they are responsible for into ugly concrete suburbs . Residents need to be able to look at greenery now and then . Before any developements are approved each council member should think carefully would they actually like live near the development themselves .	3/28/2018 1:57 PM
196	no	3/28/2018 12:21 PM
197	not diverse enough	3/28/2018 12:19 PM
198	Too many apartments with too little flora.	3/28/2018 11:48 AM
199	The only new developments acceptable to me and my family are two storey dwellings. The only acceptable 3 or more storey buildings or aparments I find are acceptable are those in business areas, such as the city and main shopping centres around the suburbs but only near shopping centres not where there are only existing ground floor or 2 storey dwellings suburbs. I do not approve of the further congestion in traffic that these developments always create. There appears to always be a problem of developments no creating enough car spaces for these apartments, e.g. allowing for a minimum of two car spaces per apartment and the availability of on street parking for visitors. I totally oppose inappropriate development in or near any residential zones.	3/28/2018 11:46 AM
200	Massive bulk and ugly. Lack of parking and as a result traffic congestion. Not what we want in this area. Lack of infrasteucture to cope with these new developments.	3/28/2018 11:30 AM
201	The pre-frabricated concrete slab method of construction seems to produce an unimaginative appearance. Although I have seen some great examples where the exterior of these buildings is finished very well using novel materials and colours.	3/28/2018 11:30 AM
202	Lack of insets from roads, lack of trees and foliage in general, poor construction (except for converted warehouse/factories from 19th & early 20th centuries), lack of internal space, ceiling height too low, dependence on heat producing materials (i.e. glass, steel) too great a reliance on fuels for heating/cooling, etc.	3/28/2018 10:51 AM
203	The household garbage, rubbish and broken furniture left on nature strips, plus the cars illegally parked in streets.	3/28/2018 10:42 AM
204	Traffic flow, appearance, increased parking on residential streets.	3/28/2018 9:08 AM
205	I don't like overpopulation/density without improved infrastructure to cope with increased use. Don't like to see concrete and brick replacing trees and front gardens. Already can't get out of my own street without trouble so increased residents means more cars and traffic	3/28/2018 8:50 AM
206	I am thinking about some of the new high rise buildings and proposed ones in Box Hill. They are already causing an increase in traffic and congestion. I realise that this area has been earmarked for this sort of development but Mont Albert isn't and never was Box Hill. I would hope that development in Whitehorse Rd Mont Albert would not be similar that the buildings already constructed in Box Hill.	3/28/2018 8:01 AM

207	I just can't think of an example....	3/28/2018 7:53 AM
208	Please refer to my initial 3 points as they are self evident. In addition, the safety of the elderly residents is compromised by the parking congestion created around these high rises as parking is always insufficient under these buildings. When elderly residents have to cross these streets their view is blocked by parked cars on both sides of the roads and either side of their crossovers. Development should be restricted to either side of the Rail Way station on the south side of Whitehorse Road, Mitcham.	3/28/2018 7:44 AM
209	Unhealthy - air quality/noise residential areas: see apartments built on Canterbury Road at T-intersection (traffic lights hence stationary vehicles pumping out pollutants) with Mahoneys Road for a disgraceful design	3/28/2018 7:27 AM
210	See Responses to Q.1. Lack of parking, short term thinking by the Council who seem more intent on increasing rate revenue than on long-term planning. Developments lack community gathering spaces such as a green square with a public barbecue, or somewhere for kids to play safely. Also no long term planning of the pressure of multi-storey developments on existing amenities particularly parking and traffic flows. A good example of this is the apartment building going up on the corner of Station St and Carrington Rd Box Hill. Station St is clogged up now, how do you expect it to cope with all that extra traffic generated by the residents of the new building? That land should have been reserved to improve the Bus / Train Interchange facility.	3/28/2018 7:04 AM
211	Most of them are too high and cast shadows onto the main roads. The tall buildings also block the view to see the sky	3/28/2018 6:52 AM
212	There is not enough consideration given to the increased traffic around the surrounding roads or the need for parking	3/28/2018 6:43 AM
213	The congestion, strain upon existing infrastructure and services, and impact on safety	3/28/2018 4:53 AM
214	I don't want to create more congestion on the roads. They are already busy enough	3/28/2018 12:15 AM
215	They are often too high and sometimes built on hills so they are visible for miles around They look cheap	3/27/2018 9:37 PM
216	The impact to existing residents who live nearby. Eg adequate parking is never taken into account. A recent one near me allowed for about 52 units (averaging 2 bedrooms), and only 1 parking for each unit, and 3 or so guest parking and just assumed everyone will use off street parking. Which will mean all surrounding streets will be congested with parked cars after hours / weekends (how many 2 bedroom places, have 2 adults with only 1 car!). and I cant imagine on weekends 52 units, may only have 3 visitors at one time. Also will increase noise with so many more people in such a small space (noise from units, as well as cars etc). If adequate parking was taken into account, infrastructure, building dont overshadow existing dwellings, and building made well to ensure minimal noise, I would not be worried so much	3/27/2018 9:23 PM
217	As we mentioned in the first question, the traffic, the safety of the homes within the area, the environment will all be negatively impacted.	3/27/2018 8:47 PM
218	Cars turning in and out of new developments slowing down traffic especially on busy roads	3/27/2018 8:46 PM
219	The buildings / housing apartment complexes being built by Deakin university are just too many of them. They look silly and are way too many of them. The same amount of housing complexes definitely do not need to be built in the Vermont south area. Residents like their suburbs to remain quiet and peaceful. Vermont south is a quiet suburb and we want it to remain that way. We have enough restaurants, businesses, housing, doctors etc and don't need further growth. We want a quiet place to live - that is why we choose to live here.	3/27/2018 8:44 PM
220	Congestion	3/27/2018 8:17 PM
221	3	3/27/2018 6:46 PM
222	over-the-limits load on transport, busy roads!	3/27/2018 6:09 PM
223	Already answered in question 1. Not suitable for the current residents nor the current streetscapes	3/27/2018 6:01 PM
224	The prospect of my family being built out, older residents being forced out of homes due to buildings/being built out, there is no use for such high buildings to be put in/near suburban areas, the council's blatant lack of care for the existing resident's opinions and continuing to build anyway	3/27/2018 5:44 PM



225	I live in a residential area where I was assured nothing would be built above three stories (which has happened opposite my house in a RESIDENTIAL street). Already three and four stories along Burwood Highway is beginning to ghettoize this area and negatively impact upon the look and feel of the area.	3/27/2018 5:39 PM
226	Mostbare encroaching onto the footpath with noor little garden to break the facade of concrete	3/27/2018 5:33 PM
227	a little bit random in design, esp BOX HILL area crowded with big developments all together. No relief apparent, no parks, breaks in the line of buildings	3/27/2018 5:14 PM
228	They are all very big to fit in as many people as possible in relatively small apartments, maximise profits for builders not living conditions for people. Parking is usually insufficient, access into driveways difficult ie. if one car is going in, one coming out. Cars continually parked in no standing / clear way zones. No sustainability in building practice to be seen. Along Burwood Hwy, so focused on students which are a transient population with no real care or investment in the community around them and no development for families. ie. Buildings with larger living spaces, communal garden, green spaces (not just on roof), play areas etc. Council and government are not keeping infrastructure up to date to cope with all the new development.	3/27/2018 5:07 PM
229	ugly eyesores, insufficient parking and cause more traffic lights to be installed which slows the traffic down even more	3/27/2018 4:40 PM
230	Adds more congestion to already congested areas. makes the surrounding areas seem cold and treeless.	3/27/2018 4:40 PM
231	THERE IS NOWHERE FOR ALL THE TRAFFIC TO GO. THERE IS NOWHERE TO PARK. DRIVING IN WHITEHORSE IS A SLOW MOTION NIGHTMARE.	3/27/2018 4:33 PM
232	Poor setbacks, lack of consideration of other nearby developments, no greenery shielding. Too many developments are causing noticeable changes to traffic conditions particularly as people enter/exit developments onto main roads.	3/27/2018 4:30 PM
233	Congestion, environmental pollution by more humans, more vehicles, less trees, reduced open spaces, increased density. Its becoming like a mini Hong Kong or Tokyo city. Living in the suburb is becoming more stressful which causes family and community life to deteriorate.	3/27/2018 3:53 PM
234	I have said no, because I look at the recent examples in Box Hill. Residential buildings have been constructed with no ground floor recreation areas such as gardens and outdoor features. This is only creating an unhealthy slum areas as the buildings become rundown. People should be encouraged to grow vegetables and fruit as a way of maintaining the mental health of the residents.	3/27/2018 3:44 PM
235	The design is too futuristic, lack of landscape or trees and too high rise	3/27/2018 3:41 PM
236	I have already answered this in the first three questions	3/27/2018 3:38 PM
237	Yhey apartments are small and overbuilt swamping the existing infrastructure. There does not appear to any planning guidelines or limitations	3/27/2018 3:28 PM
238	They are allowed to be built too close to the land boundaries and hence natural lighting between buildings is almost non existant. They look like shipping containers built on top of each other and in time they resemble ghettos and detract from the established homes in the area.	3/27/2018 3:14 PM
239	soulless boxes do not create an enviroment for families, young children or the elderly does not create a suburb , again money is behind all these dreadful developments, every bit of greenery is demolished to maximise profits of more boxes , people will start to rebel because you can't move around , who wants to live in an overcrowded slum or the beginnings of one.	3/27/2018 2:44 PM
240	stupid option. I said no as I did not know any example, not that I don't like. I like what is build so logical answer to the question is 'nothing'.	3/27/2018 2:09 PM
241	I do not think that increasing the sprawl of a city is the right way to deal with increasing population. Studies have been carried outbtime and again by universities and other planning bodies, even been summarised in annual Australian state of the environment reports, highlighting that proper planning of new Satellite cities are the much preferred solution. However attempts to do so have not been genuine attempts to do it properly. Provision of adequate schools, transport systems, local small business startup assistance etc. has been unaddressed. Instead of thriving new satellite towns they have become places which are essentially traps for the unemployed.	3/27/2018 1:57 PM

242	I cannot think about a "new" development. Most are changes or modifications to existing developments. The additions being made to the Glen shopping centre appear to be good. The additional parking has been much appreciated.	3/27/2018 1:38 PM
243	** see replies to question 1 !	3/27/2018 1:28 PM
244	Nothing	3/27/2018 1:26 PM
245	Shading and intrusion of privacy to neighboring properties. Increased traffic congestion. Neighboring streets used for parking	3/27/2018 1:23 PM
246	Large, cheap-looking designs.	3/27/2018 1:05 PM
247	The tend to overcrowd with excessively tall buildings that blot out the landscape and obscure the horizon. The Aust. Taxation Office, 913 Whitehorse Rd is a perfect example of the WORST of new development. It is a disgrace.	3/27/2018 12:47 PM
248	Box like apartment buildings are built cheap and nasty and look like industrial estates	3/27/2018 12:21 PM
249	I think that people who are building the new developments are not the ones who have to live next to them. There is often a request for reduced parking , which will inevitably effect surrounding neighbors & locals trying to drive past. Almost all vegetation is removed . This leaves people looking at a large building , often out of step with surrounding area. I don't want to live surrounded by high rises. I want to be able to see the sky & trees.	3/27/2018 12:00 PM
250	ags	3/23/2018 12:23 PM



## Whitehorse Residential Corridors Built Form Survey

Residential Corridors Built Form Study is about better managing the change that is occurring along the main roads of the City and its impacts on adjoining residential areas. The Study is focused on areas outside Activity Centres. Specifically, this study aims to develop guidelines for new buildings on land along Whitehorse Road and Burwood Highway within the Residential Growth Zone (RGZ) where it adjoins land in the Neighbourhood Residential Zone (NRZ) and the General Residential Zone (GRZ).

The survey includes three questions and takes 5-10 minutes to complete.

The survey closes at midnight on Sunday 22 April 2018.

For further information, please contact the Strategic Planning Unit at Whitehorse City Council on 9262 6303

\* 1. When thinking about the design of new development along major road corridors, what do you think are the three most important issues to be considered and why?

1.

REFER ATTACHMENT 'A'

2.

3.

City of Whitehorse Planning / Building Counter Received
20 APR 2018
Ref.....
Officer.....

CITY OF WHITEHORSE RECEIVED	
23 APR 2018	
<input type="checkbox"/> 2 Years	<input type="checkbox"/> 10 Years
<input type="checkbox"/> 5 Years	<input type="checkbox"/> Permanent
<input type="checkbox"/> 40 Years	<input type="checkbox"/> Attachments
<input type="checkbox"/> ARC/	

## ATTACHMENT A

### WHITEHORSE RESIDENTIAL CORRIDORS BUILT FORM SURVEY

#### Q1.

When thinking about the design of new development along major road corridors, what do you think are the three most important issues to be considered and why?

1. **HEAVY TRAFFIC:** Consider the impact of heavy traffic on the main roads and the adjoining residential areas. Currently an absolute nightmare:
  - i. Long wait at traffic lights for pedestrians ie. WAIT to cross at service lane. Then WAIT to cross at lights at main intersection. Then wait to cross at service lane with or without lights. Then repeat this process to get to the other side of the road. Hence few people wish to cross these major roads.
  - ii. Consider the impact of heavy traffic in the adjoining streets cutting corners to meet deadlines to reach these major roads in the shortest timeframe.
  - iii. Consider the impact of parked cars all day in the adjoining streets making it a nightmare to cross the street, driving in and out of your driveway looking for vehicles (large and small) coming from the main roads, service lane and from the opposite direction.
  - iv. 'Free parking' is a thing of the past. So using public transport falls to those who rise early or can descend on the adjoining areas. Failing these option go home. Whilst there is an argument that residents in these new developments will access the trains. A look around will show that cars from these new developments will be parked in the streets of the adjoining areas.
  - v. Noise and pollution. Are current and future vehicles in the new developments and major roads designed to reduce noise and pollution in the adjoining areas. Therefore, the impact is that the adjoining areas would face more of it.
  - vi. Difficulties in accessing into and from the main road by vehicles into adjoining streets.
2. **INFRASTRUCTURE:**
  - a. Sunlight: Are these new developments catering for the future including new technology, solar, etc. Our energy resources are diminishing by the day. Are the adjoining areas going to live in candlelight ie. If wax is still available to us.

- b. Water and sewerage: Would the new developments not impact on our old pipelines and electricity poles. When are we going to think of our infrastructure. Or like the NBN is it too hard to up-date. Or are we simply doomed to live in smelly streets, open and full bins with vermin crawling out and running across the street, water flowing because the water main was smashed by an irresponsible person.
- c. Roads and bus and train service. Heavy traffic on roads already and trains and buses are packed.

Therefore, why is our old infrastructure not being improved upon or further developed before catering for new developments which would place further stress on the infrastructure.

### 3. ENVIRONMENT:

- a. Privacy: New developments designs will have an impact on privacy of residents in adjoining areas. Currently we have to be mindful of our neighbours privacy. Overlooking into your neighbours property is a no-no. Would that apply to the new developments which are built-upwards having many storeys?
- b. Safety: In Nunawading, the adjoining areas have homes old and new have a semblance of what is considered the 'Australian dream' and has character. Whilst Nunawading is not considered an elite area, with the new developments it becomes 'us and them' mentality. Current developments around major roads, show washing hanging out on balconies, no gardens, no backyards, not enough car parking space, cars lining the streets, open overflowing bins, buildings that are just concrete blocks! With this anomaly are we the existing ratepayers going to be safe with your future vision.

8

## **ATTACHMENT B**

### **Q.2**

Can you think of a good example of a new development along a major road corridor?

Yes.

### **Q.3**

Whitehorse City Council, 379/397 Whitehorse Road, Nunawading VIC 3131

Whilst the Whitehorse City Council premises would not be considered a new development, it is a good example of a development along a major road corridor for the following reasons:

- a) No high rise building to encroach on its privacy.
- b) Luscious green lawns, trees and shrubs which are well maintained.
- c) Access to the sun.
- d) Parking all day for its officers in adjoining areas whilst the public parks on a short-term basis on council premises racing around not to get booked. Hence car parking crisis that currently exists in this and other areas.
- e) Living with the old infrastructure on a short term basis whilst the affected ratepayers would just have to live with it.
- f) Traffic lights to enter and exist the council premises, so different for residents in the adjoining streets who have to turn into the major road.
- g) Putting forward their case to re-develop their premises whilst ordinary ratepayers are stuck with the new development design in the adjoining areas, bringing with it overflowing bins, vermin crawling out and running across the street, traffic hazards, dark and dingy streets, limited access to sunlight, privacy, safety all taking a back seat.



# Whitehorse Residential Corridors Built Form Survey

**Question 1: When thinking about the design of new development along major road corridors, what do you think are the 3 most important issues to be considered and why?**

1. The main issue for new design raised by new developments along major roads, sic Burwood Hwy, is the change from single residential houses to multi level 4 story apartment buildings.
2. The difference in design and use of such buildings is quite dramatic. The quantity of single unit homes within the survey and adjacent areas deserves protection from unnecessary change.
3. To achieve future stability for single residential sites, I propose that council seek to amend the present planning scheme by withdrawing all deeds along Burwood Hwy from the existing Activity Zone. This zoning has now served its purpose. Such action will overcome much angst in the neighbourhood.

**Question 2: Can you think of a good example of a new development along a major road corridor?**

Yes

**Question 3: Given you answered yes to this question, where is it?**

Former 'Australand - Fraser's project' at 340 - 350 Burwood Hwy, Burwood (Yarra Bing Crescent ).

Good Design - disappointing materials/ colour.

**Question 4: What don't you like about new developments being built along major road corridors?**

Dislike of new developments:

- a) Building designs lack of character with existing buildings
- b) Intensity of design internally and externally having little open space throughout the property
- c) Inadequate car parking
- d) New developments are often detrimental to 'long-range views' of neighbourhood vistas. Often new developments obstruct scenic views of the municipality (i.e. corner of Middleborough rd and Burwood Hwy development).

CITY OF WHITEHORSE RECEIVED	
- 7 MAY 2018	
<input type="checkbox"/> 2 Years	<input type="checkbox"/> 10 Years
<input type="checkbox"/> 5 Years	<input type="checkbox"/> Permanent
<input type="checkbox"/> 40 Years	<input type="checkbox"/> Attachments
<input type="checkbox"/> ARC/	

**Question 5: Do you have any other comments about the built form review?**

- a) This survey of residents affected by new developments is commendable. The approach is worthwhile due to the changing demographics in the municipality.
- b) New beautification works be undertaken along major highways at an early date. Specific reference is drawn to Burwood Hwy frontage east of the RSPCA property – former brickworks quarry land- as far as the Highway corridor with Oakham Avenue and Old Burwood Rd. This is currently a tree filled corner of proposed development. Beautification of this area would be significant.
- c) Council to be proactive in securing new sites for community outdoor recreation



We the undersigned, residents of Inala Court Burwood East, strongly object to the development, as proposed, along Burwood Highway, for the following reasons:

**Visual Amenities:**

We are most concerned about the eventual loss of present views from the immediate vicinity of our residential properties. Presently we have views across Burwood Highway to the Christmas Hills, near Yarra Glen, of Mt Dandenong on the East side. These would be lost by the Growth Proposal development, and would be replaced by the rear walls of commercial properties, a few hundred metres away from our residential properties, and up to 10 metres high.

**Maintaining Residential Ambience:**

We selected to come and live in this area, because we did not wish to live in the proximal vicinity of commercial buildings. We have lived here for almost 48 years, our properties are well landscaped and meticulously maintained. Under the proposal, our homes would be overshadowed by the 10 metre high commercial buildings. This is similar to having a 10 metre high brick fence wall built at the back fence. This proposal will fundamentally change the nature of our residential area and our lives. Further, as has occurred in other areas where objections have been ignored, there has been major psychological impact on residents, resulting in Depression and Anxiety, often with disastrous consequences.

**Problems with accessibility:**

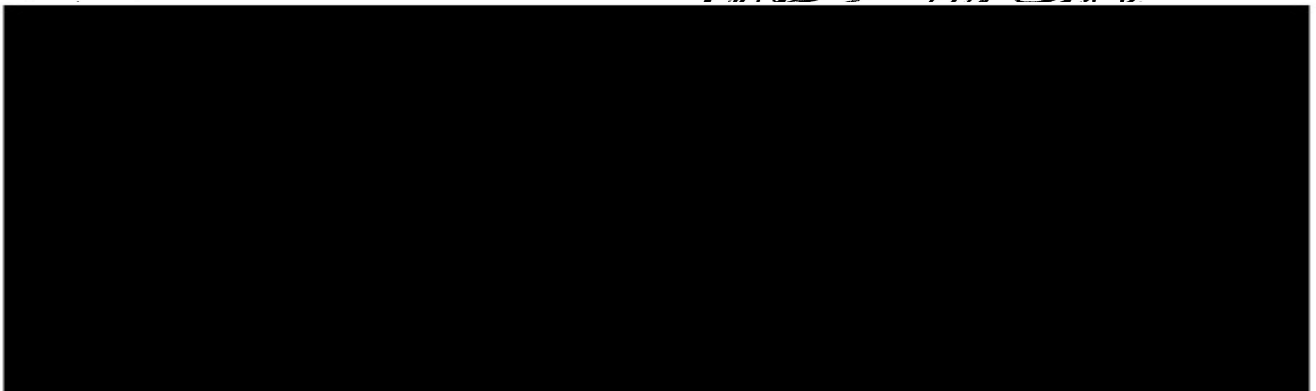
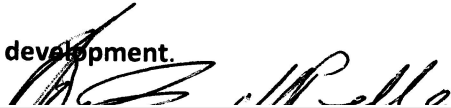
There are already problems with accessibility to local shops, because of congestion of public transport, parking facilities, shopping precincts, council services and public places. High density accommodation has historically shown that wherever it has been created, it has gradually turned those areas into slums, with unintended consequences of problems with Drugs and Crime.

**Property values:**

This is an attractive residential area, relatively protected from high noise level, clean with many young families attracted to the vicinity, and properties are well cared for. As a result of this and the views it currently has, residential properties are of considerable value. With the proposed developments, and resultant change of our neighbourhood, property values will markedly decrease. When this happens, our neighbourhood will be turned into a lower socio-economic area, lowering property rates returned to council as a result of lower property values.

**For the above reasons we urge council to disallow such development.**

Yours Sincerely,





## **The Whitehorse Council**

### **In Response to Residential Growth Corridor Survey:**

I am concerned about the negative effects of your Growth Corridor proposal along Burwood Highway.

#### Visual Amenities:

I am concerned about the loss of views from the immediate vicinity of our property. From the top of our Court where I live, there are views across Burwood Highway to the Christmas Hills ,near Yarra Glen, and we have views from our windows of Mt Dandenong to the East. These would be lost by the Growth Proposal suggested, and be replaced by the rear walls of commercial properties a few hundred metres away up to 10 metres high.

#### Maintaining residential ambience:

I purchased this property in a residential area because I didn't want to live next to commercial buildings. The homes in our Court are well landscaped and meticulously maintained. Under your proposal the homes on the other side of our court could be overshadowed by 10 metre high commercial developments. Imagine a 10 metre high brick wall at your back fence. This proposal would fundamentally change the nature of this residential area.

#### Ease of access:

I no longer shop at the Kmart precinct because of the difficult access to shops. These proposals will only make things worse. It will congest public transport, parking facilities, Shopping precincts, Council services, and public places. High density accommodation has historically shown that wherever it is has been developed has slowly turned those areas into slums.

#### Property values:

Because of the beautiful nature of this area, homes sell for a premium. Because of the hilly nature here many house have long views towards distant hills. With the loss of this feature of our landscape our property values would drop, and when that happens, you get lower socio-economic residents moving in and then lower property rates returned to Council from the lower value properties.

I have discussed this with my neighbours and no-one is happy about it.

