

# Planning and Consultation Committee Meeting

to be held at the Council Chamber, 32 Civic Drive, Greensborough  
on Tuesday 16 July 2024 commencing at 7:00pm.

## Attachments

**Carl Cowie**  
**Chief Executive Officer**

Thursday 9 July 2024

Distribution: Public

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## Nillumbik Shire Council

## Attachments

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- COM.001/24      Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024
- Attachment 1.   Minutes of the Planning and Consultation Committee Meeting held on Tuesday 11 June 2024

# Planning and Consultation Committee Meeting

held at the Council Chamber, 32 Civic Drive, Greensborough  
on Tuesday 11 June 2024 commencing at 7:00pm.

## Minutes

**Carl Cowie**  
**Chief Executive Officer**

Friday 14 June 2024

Distribution: Public

Civic Drive, Greensborough  
PO Box 476, Greensborough 3088  
Telephone      9433 3111  
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COM.001/24      Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024

Attachment 1.   Minutes of the Planning and Consultation Committee Meeting held on Tuesday 11 June 2024

Planning and Consultation Committee Meeting Minutes

11 June 2024

**Nillumbik Shire Council**

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**Nillumbik Shire Council**

**Minutes of the Planning and Consultation Committee Meeting held  
Tuesday 11 June 2024. The meeting commenced at 7:00pm.**

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**Councillors present:**

Cr Ben Ramcharan	Sugarloaf Ward <b>(Mayor)</b>
Cr Natalie Duffy	Edendale Ward <b>(Chairperson Consultation Matters)</b>
Cr Peter Perkins	Ellis Ward <b>(Chairperson Planning Matters)</b>
Cr Frances Eyre	Swipers Gully Ward
Cr Geoff Paine	Wingrove Ward

**Officers in attendance:**

Carl Cowie	Chief Executive Officer
Blaga Naumoski	Director Governance, Communications and Community Safety
Renae Ahern	Acting Director Planning, Environment and Strategy
Katia Croce	Manager Governance and Property
Tracey Varley	Manager Communications and Engagement
Leigh Northwood	Manager Strategic Planning and Environment
Warren Tomlinson	Senior Environment Project Officer

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**1. Welcome by the Chair**

**2. Acknowledgement of Country**

Acknowledgement of Country was read by the Chairperson Planning Matters, Cr Peter Perkins.

**3. Apologies/Leave of Absence**

Apologies for this meeting has been received from Cr Karen Egan and Cr Richard Stockman.

**Committee Resolution**

**MOVED: Cr Frances Eyre**

**SECONDED: Cr Geoff Paine**

**That** the Committee (acting under delegation from Council) notes the apologies from Cr Karen Egan and Cr Richard Stockman.

**CARRIED UNANIMOUSLY**

**4. Declarations of conflict of interest**

Nil

**COM.001/24      Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024**

**Attachment 1.    Minutes of the Planning and Consultation Committee Meeting held on Tuesday 11 June 2024**

**Planning and Consultation Committee Minutes**

**11 June 2024**

**5.    Confirmation of Minutes**

**COM.001/24    Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 14 May 2024**

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Confirmation of the Minutes of the Planning and Consultation Committee Meeting held on Tuesday 14 May 2024.

<b>Committee Resolution</b>
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**MOVED:            Cr Frances Eyre**

**SECONDED:    Cr Natalie Duffy**

**That** Council confirms the Minutes of the Planning and Consultation Committee Meeting held on Tuesday 14 May 2024 (**Attachment 1**).

**CARRIED UNANIMOUSLY**

Planning and Consultation Committee Minutes

11 June 2024

6. Officers' reports

PCC.009/24 Draft Urban Tree Canopy Strategy - Consultation Findings and Verbal Submission

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Item: Planning Matter

Distribution: Public

Manager: Renae Ahern, Acting Director Planning, Environment and Strategy

Author: Leigh Northwood, Manager Strategic Planning and Environment

Summary

The draft Urban Tree Canopy Strategy 2024-2040 (draft Strategy) (**Attachment 1**) was on public exhibition from 28 March 2024 to 28 April 2024.

Community members are invited to provide verbal submissions on the draft Strategy at this Planning and Consultation Committee (PCC) meeting.

This report provides an overview of the community feedback received from 188 participants, noting feedback was generally very positive, and clearly our community are passionate about canopy vegetation and its retention.

A consultation findings summary report is provided in **Attachment 2** and copies of verbatim feedback are provided in **Attachments 3 and 4 (redacted)** and **Attachments 5 and 6 (un-redacted-confidential)**.

This written and verbal community feedback along with verbal submissions received at this Planning and Consultation Committee (PCC) meeting will inform the refinement of the draft Urban Tree Canopy Strategy. The revised draft of the Urban Tree Canopy Strategy will then be presented to the August Council meeting for consideration of endorsement.

*The following people addressed the Committee with respect to this item:*

- 1 Vicky Shukuroglou on behalf of Nillumbio
- 2 Vicky Shukuroglou on behalf of Friends of Nillumbik
- 3 Hank Tyler on behalf of Nillumbik Climate Action Team
- 4 Hank Tyler
- 5 Sue Dyet on behalf of Eltham Community Action Group
- 6 Carlota Quinlan
- 7 Alistair Inglis
- 8 Ryan Reynolds
- 9 Michael Smit
- 10 Tim Isaacson



COM.001/24 Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024

Attachment 1. Minutes of the Planning and Consultation Committee Meeting held on Tuesday 11 June 2024

Planning and Consultation Committee Minutes

11 June 2024

6. Planning Matters

PCC.009/24 Draft Urban Tree Canopy Strategy - Consultation Findings and Verbal Submission

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**Committee Resolution**

**MOVED:** Cr Ben Ramcharan

**SECONDED:** Cr Geoff Paine

**That** the Committee (acting under delegation from Council)

1. Acknowledges and considers the matters contained in the verbal and written submissions during finalisation of the Draft Urban Tree Canopy Strategy 2024-2040 (**Attachment 1**).
2. Makes the Nillumbik Draft Urban Tree Canopy Strategy 2024-2040 Consultation Findings Report (**Attachment 2**) available to the public on Council's Participate Nillumbik webpage.
3. Requests a further report to be presented at the August 2024 Council meeting in consideration of adoption of the final version of the Urban Tree Canopy Strategy 2024-2040.
4. Resolves that the confidential un-redacted copies of written submissions and survey responses to the exhibition of the public engagement for the Draft Urban Tree Canopy Strategy 2024-2040 consultation (at **Attachments 5 and 6**) remain confidential on the grounds specified in the definition of confidential information in section 3(1)(f) of the *Local Government Act 2020*.
5. Thanks all respondents to this community engagement and expresses Council's gratitude for their contribution to this project.

**CARRIED UNANIMOUSLY**

Planning and Consultation Committee Minutes

11 June 2024

6. Officers' reports

*Cr Natalie Duffy, Chairperson for Consultation Matters assumed the Chair at 8:19pm.*

PCC.010/24 Draft Leasing and Licensing Policy

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Item: Consultation Matter

Distribution: Public

Manager: Blaga Naumoski, Director Governance, Communications and Community Safety

Author: Natalie Campion, Coordinator Property

Summary

At its Council Meeting on 26 March 2024, Council endorsed the draft Leasing and Licensing Policy (**Attachment 1**) for the purpose of community exhibition and community consultation process to seek the views of the Nillumbik community and relevant stakeholders with respect to the draft Policy.

The draft Leasing and Licensing Policy was exhibited and open for community consultation for the period 4 April to 25 April 2024.

This report provides a summary of the feedback received from the community and stakeholders during the exhibition period in relation to the draft Leasing and Licensing Policy.

One submission was received via Participate Nillumbik and one submission via email after submissions had closed, both are contained in **Attachments 2 and 3**.

Officers will review further the draft Leasing and Licensing Policy taking into account the written submissions and any verbal submissions before presenting the Leasing and Licensing Policy for endorsement at the Council Meeting on 30 July 2024.

Submitters have been invited to attend this meeting of the Planning and Consultation Committee to speak to their submission.

**Committee Resolution**

**MOVED:** Cr Geoff Paine

**SECONDED:** Cr Frances Eyre

**That** the Committee (acting under delegation from Council)

1. Acknowledges and notes the submissions received on the draft Leasing and Licensing Policy (**Attachment 2 and Attachment 3**).
2. Considers the feedback contained in the submissions (**Attachment 2 and Attachment 3**) and any presentations made to the Committee during the finalisation of the Leasing and Licensing Policy.
3. Receives a report at the 30 July 2024 Council Meeting to consider endorsing the Leasing and Licensing Policy.
4. Resolves the confidential un-redacted copy of the written submissions to the draft Leasing and Licensing Policy (**Attachment 3**) remain confidential on the grounds specified in the definition of confidential information in section 3(1)(f) of the *Local Government Act 2020*.

**COM.001/24**      **Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024**

**Attachment 1.**    **Minutes of the Planning and Consultation Committee Meeting held on Tuesday 11 June 2024**

**Planning and Consultation Committee Minutes**

**11 June 2024**

**6.    Consultation Matters**

**PCC.010/24      Draft Leasing and Licensing Policy**

- 
5.    Thanks all respondents to this community engagement and expresses Council's gratitude for their contribution to this policy.

**CARRIED UNANIMOUSLY**

**COM.001/24      Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024**

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**Planning and Consultation Committee Meeting Minutes**

**11 June 2024**

**7.    Supplementary and urgent business**

Nil

**8.    Confidential reports**

Nil

**9.    Close of Meeting**

The meeting closed at 8:24pm.

Confirmed: \_\_\_\_\_

Cr Peter Perkins Chairperson Planning Matters

**COM.001/24**      **Confirmation of Minutes Planning and Consultation Committee Meeting held Tuesday 11 June 2024**  
**Attachment 1.**   **Minutes of the Planning and Consultation Committee Meeting held on Tuesday 11 June 2024**

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# **Nillumbik draft Housing Strategy 2024 - Engagement Outcomes Report**

Nillumbik Shire Council

June 2024



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## Acknowledgement of Country

Nillumbik Shire Council respectfully acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located, and we value the significance of the Wurundjeri people’s history as essential to the unique character of the Shire. We pay tribute to all First Nations People living in Nillumbik, give respect to Elders past, present and future, and extend that respect to all First Nations People.

We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge the ongoing impacts of past trauma and injustices from colonial invasion, massacres and genocide committed against First Nations People. We acknowledge that sovereignty was never ceded.

Wurundjeri Woi-wurrung people hold a deep and ongoing connection to this place. We value the distinctive place of our First Nations People in both Nillumbik and Australia’s identity; from their cultural heritage and care of the land and waterways, to their ongoing contributions in many fields including academia, agriculture, art, economics, law, sport and politics.



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## Inclusion statement

Nillumbik Shire Council is committed to creating a fair, equitable and inclusive community where human rights are respected, participation is facilitated, barriers are addressed and diversity is celebrated. We support the rights of all people regardless of age, gender, ability or background. We value the diverse and changing nature of our community and understand that some groups and individuals experience more barriers than others.

## 1.0 Introduction

The Nillumbik Housing Strategy Engagement Outcomes Report presents the recent community engagement findings on the draft Nillumbik Housing Strategy 2024. The engagement program for the draft Housing Strategy involved several phases of consultation. This is the second round of engagement, which took place from 22<sup>nd</sup> April to 27<sup>th</sup> May 2024. The objectives of this phase of engagement were to:

- Introduce to community the draft Housing Strategy 2024;
- Provide the community with a project update;
- Ensure community members could easily access the document and related information;
- Offer the community a range of ways to easily provide feedback and to discuss the draft Strategy with Council's project team;

Prior to the second round of engagement, the *What We've Heard Summary Paper* was prepared by collecting data and feedback from previous consultation processes for other strategies and projects (e.g. Neighbourhood Character Strategy, Our People, Our Place, Our Future (OPOPOF) Engagement 2021, Municipal Planning Strategy Engagement 2021-2022, etc.). The aim of the *What We've Heard Summary Paper* was to examine the feedback to identify the key themes that should be considered and addressed in the draft Housing Strategy 2024.

Additionally, before the consultation on the draft Nillumbik Housing Strategy, Council convened five (out of six) Community Reference Group (CRG) meetings to participate in the development of the draft Housing Strategy 2024. The CRG provided a community voice in the preparation of the draft Housing Strategy before a first draft was more widely exhibited to the Nillumbik community. The CRG considered a wide range of background and technical information needed to support the development of a municipal housing strategy for Nillumbik Shire, and contributed ideas and feedback based on lived experience and local knowledge of housing needs in Nillumbik. Refer to the *CRG Outcomes Report* prepared by WSP consultants for more detail the CRG process.

The purpose of this Nillumbik Housing Strategy Engagement Outcomes Report (the Report) is to summarise the key insights, and feedback gathered from community consultation including surveys and written submissions to enhance and improve the draft Housing Strategy 2024 (the Strategy). By providing a foundation for informed decision-making, the Report ensures the draft Housing Strategy 2024 reflects the diverse perspectives of Nillumbik residents and ensures the Strategy inclusive and responsive to the community's needs. The report also enhances transparency and accountability by publishing and demonstrating that the community's voice is at the forefront of strategy development.

### Summary of key findings identified by the community:

- Strong support for preserving **neighbourhood character**, favouring minimal changes, especially in bushfire-prone areas and in areas lacking infrastructure.
- Differing views (both in support and opposing) exist regarding **medium density** development near Major Activity Centres in Nillumbik.
- Concerns about **traffic** and **lack of infrastructure** to support increased population and medium-density housing.
- Demand for better navigation of **bushfire risks**.
- High demand for **smaller houses** to help older residents **downsize** and **age in place**.
- Strategy is **long** and **needs a summary** for easier understanding.
- Demand for **protecting trees** with **increasing housing diversity**.



- Differing views on including **green wedge areas** in the housing strategy (noting that Green Wedge Areas are excluded as per State policy).
- Demand for **collaboration between local and state governments** to implement **more actions** that support the Vision and goals.

## 2.0 Community engagement approach for the draft Housing Strategy

Nillumbik Shire Council is dedicated to ensuring that the voices of our community are heard and integrated into the planning and development of our draft Housing Strategy 2024. To facilitate a comprehensive and inclusive engagement process for the Strategy, Council employed a multifaceted approach designed to maximise community participation and input, including:

### *Participate Nillumbik*

- Updated page with the draft strategy, survey, open submission box, supporting information and links
- Notification sent to followers and 'stay informed' list (84 people)

### *Social media*

- Sponsored Facebook post
- Promotion of Q&A sessions

### *Print (online)*

- Nillumbik News – March edition
- Media release on Nillumbik Website
- Internal newsletters (i.e. Positive Ageing)

### *Q&A pop ups*

- Eltham Library x3 (morning and afternoon)
- Diamond Creek Living and Learning Centre x2 (morning and afternoon)
- Hurstbridge Hub (morning)

### *Flyers*

- Eltham library (100+ handed out, posters hung)
- Diamond Creek Living and learning Centre (~20 flyers handed out, posters hung)
- Hurstbridge Hub (~30 flyers handed out, posters hung)

### *Advisory and Community Group meetings*

- Positive Ageing Advisory Committee (PAAC) – attendance and discussion at two meetings
- Inclusion and Access Advisory Committee (IAAC) – attendance and discussion at two meetings
- Youth Council Advisory Committee (YCAC)
- Wurundjeri Cultural Committee
- Economic Development Advisory Committee
- Downsizing in Nillumbik Community group (through Nillumbik U3A)

### *Agency and other Council's engagement*

- Aboriginal Housing Victoria
- Department of Transport and Planning
- Country Fire Authority (CFA)
- Yarra Plenty Regional Library
- Banyule City Council
- Whittlesea City Council
- Manningham City Council

- Yarra Ranges Shire Council
- Murrindindi Shire Council







*Community Reference Group (see CRG Outcomes Report for more on this process)*

- 6 meetings

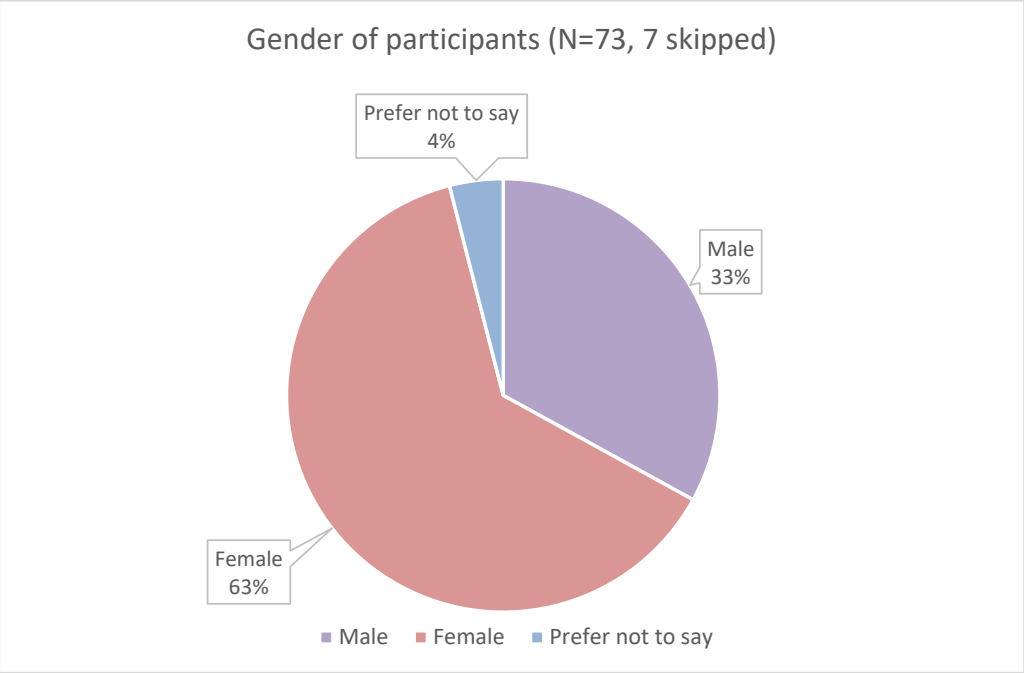
### 3.0 Overview of participation and participation profile

The number of submissions on the Strategy received through the Participate Nillumbik website included 80 survey respondents (out of 355 survey Visitors) and 11 uploaded written submissions. There were another 12 submissions that were received outside of the Participate Nillumbik website, which contributed to a total of 103 submissions on the draft Housing Strategy.

Statistical reports on the draft Housing Strategy on the Participate Nillumbik website indicate that, during the exhibition period for the Housing Strategy (22 April to 27 May 2024) there were:

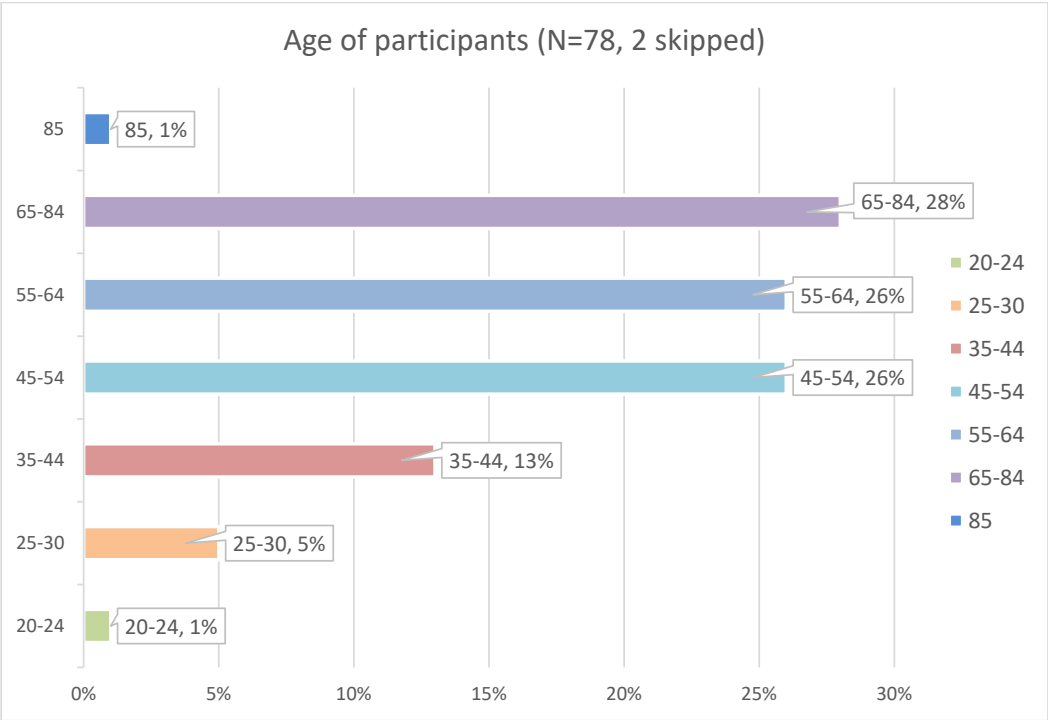
	<b>3,051 Views</b> - The number of times a Visitor views any page on a Site.
	<b>1,527 Visitors</b> - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
	<b>92%</b> of survey participants said they had read the Housing Strategy. <b>8%</b> said they had not read it. <b>41%</b> said they felt informed about housing in Nillumbik. <b>48%</b> said they needed more information, and <b>10%</b> said they did not feel informed.
	<b>205 downloads</b> - Draft Housing Strategy.
	<b>80 Contributions</b> – Survey.
	<b>23 Contributions</b> - Written submissions (incl. outside Participate Nillumbik).

Gender of participants (Survey)



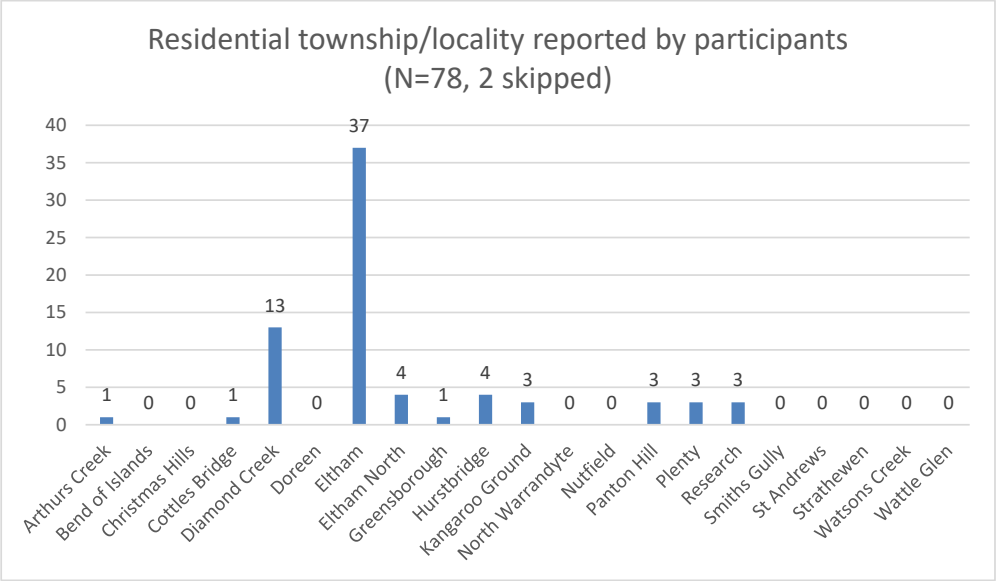
The majority of the survey respondents were female, accounting for 63% of the total responses. Males represented 33% of the respondents, while 4% preferred not to disclose their gender. This indicates a significant skew towards female participation in the survey. The relatively low percentage of non-disclosure suggests that most participants felt comfortable sharing their gender information.

Age of participants (Survey)



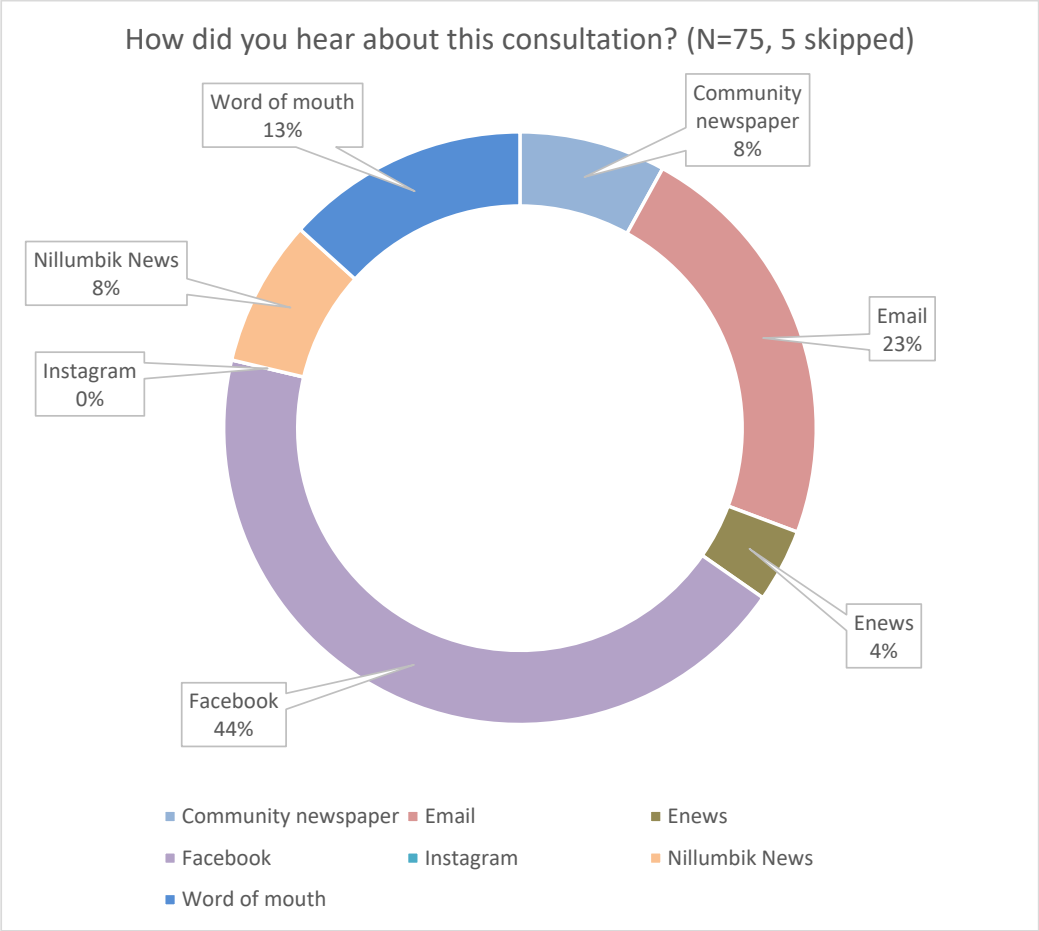
The age distribution of survey respondents reveals a significant skew towards older adults, with 29% aged 65 and above and 52% aged 45-64, indicating that their perspectives heavily influence the survey results. In contrast, young adults (20-30) are underrepresented, making up only 6% of respondents. This imbalance suggests that the feedback may predominantly reflect the concerns and needs of older adults, highlighting the need for future surveys to engage younger demographics more effectively to ensure a more balanced and comprehensive understanding of the community's views.

Residential township/locality reported by participants (Survey)



The data from the survey indicates that Eltham residents were the most responsive, with 47.44% (37 out of 78) of the total responses, highlighting a strong engagement from this area. Diamond Creek followed with 16.67% (13 responses), while other areas like Eltham North and Hurstbridge each contributed 5.13% (4 responses).

Communication Channels Analysis



A significant portion of respondents (44%) learned about the survey through Facebook, indicating it is the most effective communication channel among the options. Email was also a significant source, with 22.7% of respondents receiving information this way. Word of mouth contributed to 13.3% of the responses, while both Community newspaper and Nillumbik News accounted for 8% each. E-news was a less common source at 4%, and no respondents reported learning about the survey through Instagram. This analysis suggests that social media, particularly Facebook, is a crucial platform for reaching the community, while email also plays a vital role. Efforts to engage through these channels could be further strengthened in future communications.

## 4.0 Summary of submissions and written feedback

### Survey Submission Data Analysis

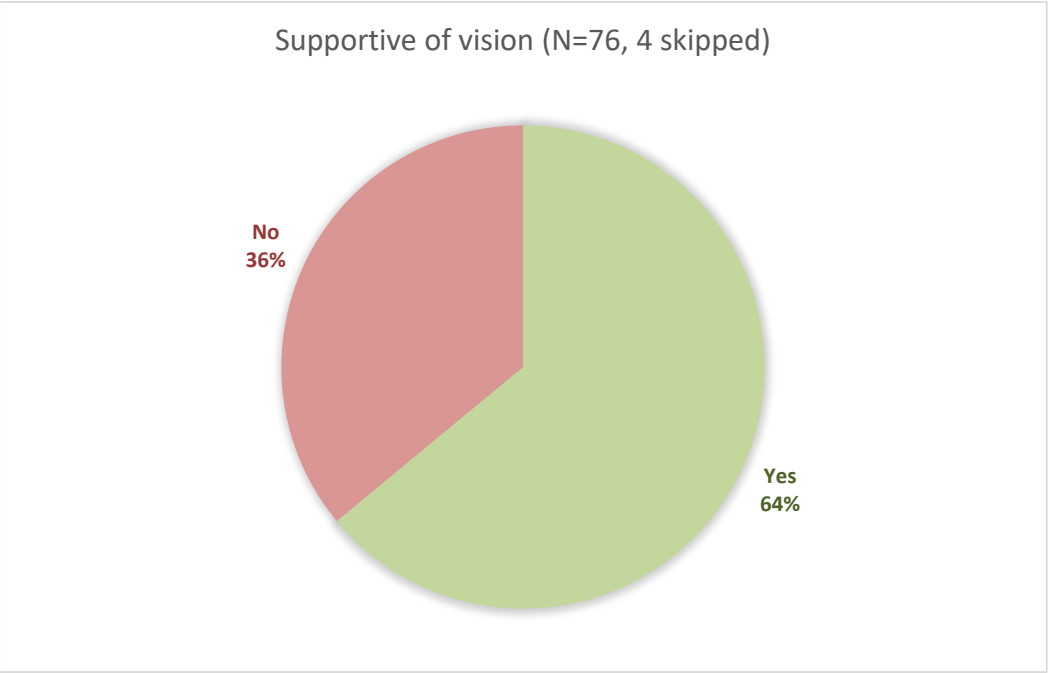
The survey comprised a total of 10 questions, focusing on feedback regarding priority areas, vision, goals, and any missing information in the Strategy. It is worth noting that many people selected "disagree" or "strongly disagree" without providing a reason.

To make it easier to interpret the data, please note the following classifications:

**Please note:**

- support = 'agree' + 'strongly agree';
- neutral = 'neither agree or disagree';
- opposed = 'disagree' + 'strongly disagree'

Survey Feedback – Vision



The survey indicates that 64% of respondents are supportive of the vision, while 36% are not. This demonstrates a majority endorsement for the vision, suggesting that a significant portion of the community aligns with the proposed direction.

Key sentiments:

"I consider that an overarching statement for housing planning should be "To maintain and or improve the majority of current residents quality of life".

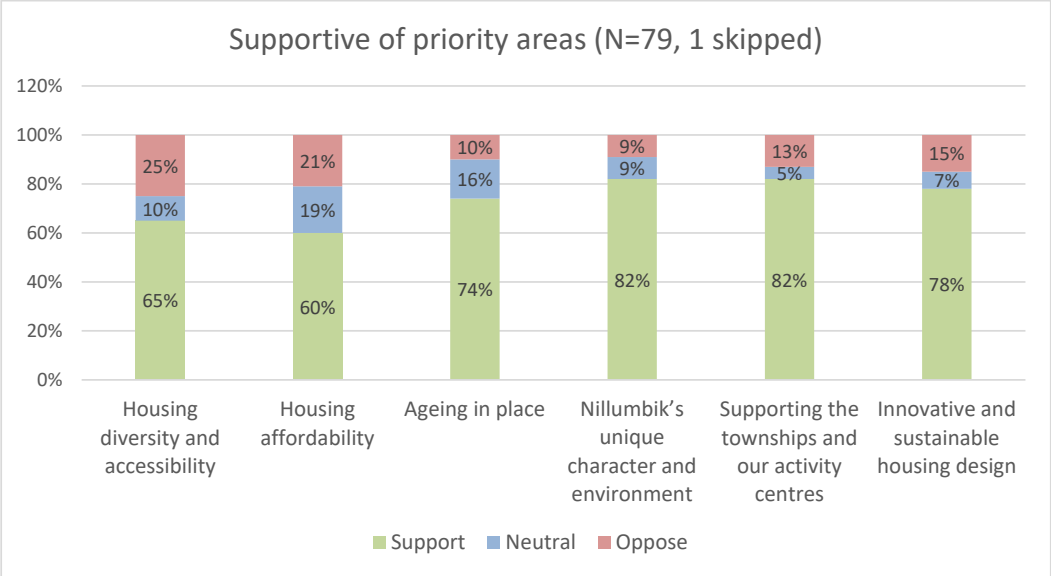
"With the constant **loss of vegetation** it is difficult to reconcile this with the phrase nestled within the nature-based settings of the Shire. There needs to be an **adherence to the importance of this in the Vision.**"

"It is difficult to understand how State '**one size fits all requirements**' can be aligned to the vision."

"I like Carefully planning infrastructure, facilities and working within the topography of Nillumbik, the Shire's liveability supports our resilient communities and enhances the wellbeing of those in activity centres and rural areas."



Survey Feedback – Priority Areas



The survey responses indicate strong support for various priority areas of the Housing Strategy, with the highest approval for preserving Nillumbik's unique character and environment (82%) and supporting townships and activity centres (82%). Innovative and sustainable housing design also received substantial support (78%), followed by ageing in place (74%). Housing diversity and accessibility garnered 65% support, though it faced a notable 25% opposition. Housing affordability, while supported by 60%, had the highest neutral responses (19%), suggesting mixed feelings or uncertainty. Overall, the feedback reflects robust community endorsement, particularly for maintaining local character and promoting sustainable development, with some areas of concern that warrant further attention.

Key sentiments:

"Not missing but not fully expanded. More needs to be addressed regarding **design**. Box like structures, such as the one on the corner of Arthur and Bible streets are ridiculous. There is nothing apparent in that development that is supportive of anything within these guidelines."

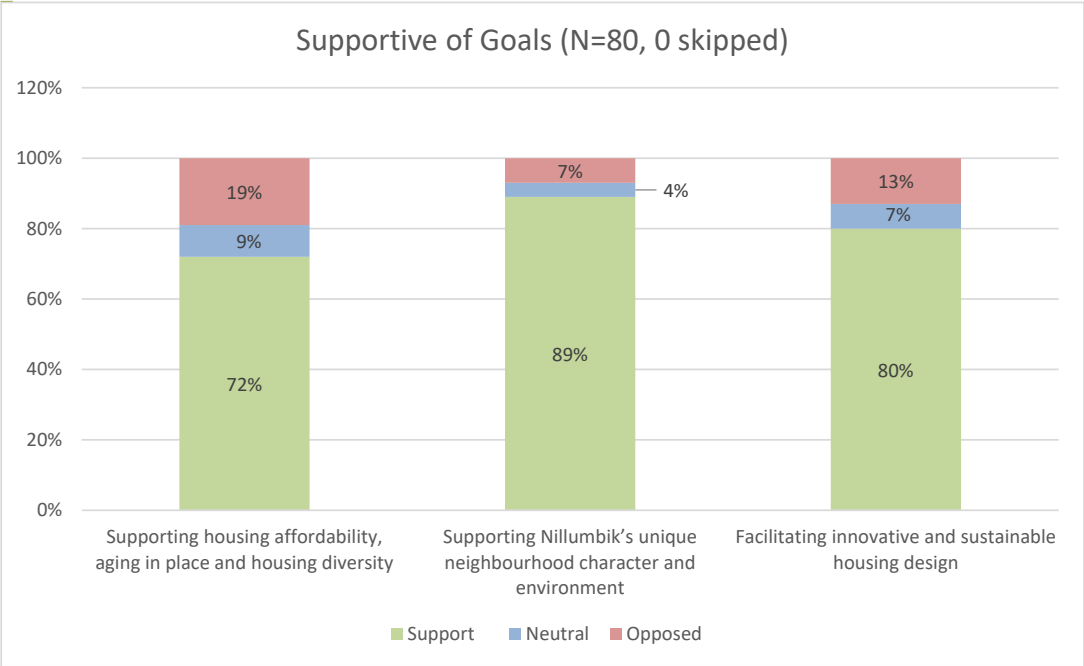
"Missing is how Council can **fund** any of this or even just the areas that it is responsible for - innovative & sustainable design - planners can accept or reject application however checking that what is built and what landscaping has taken place requires compliance officers skilled in a wide range of areas and with the time to complete checks adequately and reporting back occurs to the relevant officers and any follow up actually occurs."

"Construction of housing needs to be properly monitored for **design and quality of construction**"

"Accessibility to services such as hospitals. Diamond Creek still has a level crossing. **Bushfire risk** to ageing residents or with disability."

"Infrastructure **traffic** management"

Survey Feedback – Goals



The survey results indicate strong support across all aspects of the Housing Strategy, particularly for preserving Nillumbik’s unique neighbourhood character and environment, which received the highest support at 89%, with only 7% opposition. Facilitating innovative and sustainable housing design also garnered significant approval, with 80% in favour and 13% opposed. Supporting housing affordability, ageing in place, and housing diversity received 72% support, though it faced a notable 19% opposition. Overall, the community shows robust endorsement for maintaining local character and promoting sustainability, with a clear majority supporting initiatives for housing affordability and diversity, despite some opposition.

Key sentiments:

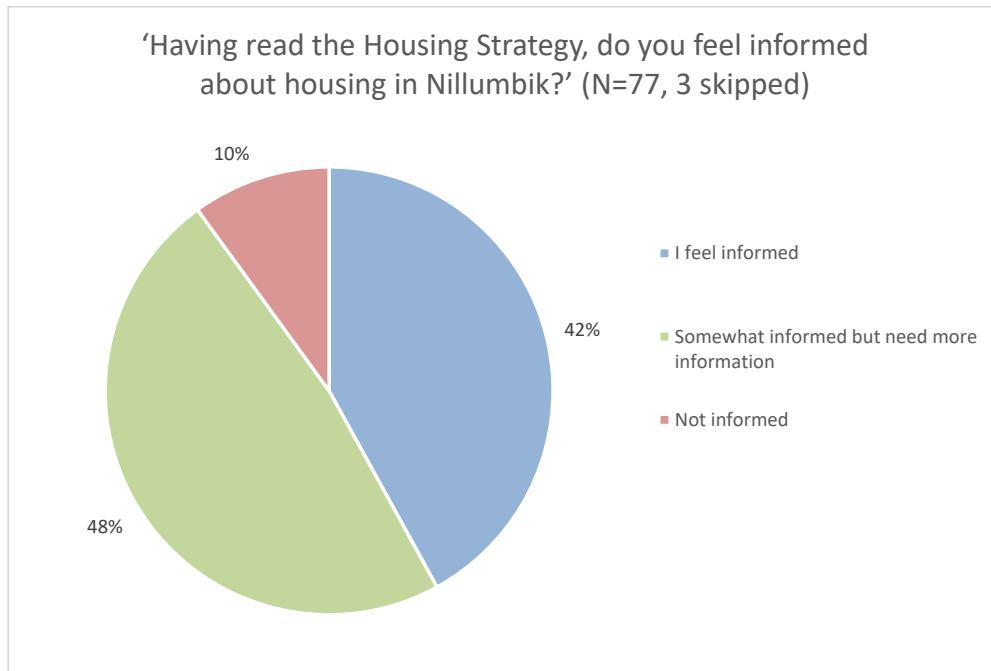
"I disagree with Goal 1 because it incentivises low cost low occupancy medium density accomodation above cost effective family accomodation, I would like to see **incentivised housing** for families wanting to move and establish in the area, not low cost single occupancy housing that would support short term occupancy."

"Affordable housing means more medium and high density housing. These should be built in suburbs where this can be done more affordable, **with better access to public transport** like inner city suburbs."

"I disagree with goal 2 because while it maintains the character for those who have already bought in the area, **the resulting lack of housing supply** means that young people growing up in the area are being priced out of their own communities and having to look further and further out for housing."

"The goals are laudable. But there are inadequate **ACTION** to make them happen."

Survey Feedback – ‘Having read the Housing Strategy, do you feel informed about housing in Nillumbik?’



The analysis of the survey question "Having read the Housing Strategy, do you feel informed about housing in Nillumbik?" reveals that the majority of respondents, 90%, feel at least somewhat informed about the housing situation. Specifically, 42% of participants reported feeling fully informed, indicating a solid base of understanding among a significant portion of the community. However, 48% of respondents feel only somewhat informed and desire additional information, highlighting a need for further communication and clarification efforts. Meanwhile, 10% of respondents do not feel informed at all, suggesting that there are still gaps in the dissemination and accessibility of information that need to be addressed to ensure comprehensive community awareness and engagement.

**Key sentiments:**

*"There are a great deal of high level proposals involved **requiring more detail** to affirm a reasoned response."*

*"An **executive summary** would've been beneficial"*

*"Because the **document is not accessible**, is long and I skimmed through it. Was not set out in a way for me to easily decipher what will change and why."*

*"**Maps are very unspecific** (roads not marked). Strategy too verbose."*

## Key Themes Identified through Survey and Written Submissions

### Theme – Neighbourhood character

- Respect and support for neighbourhood character.
- Concerns about other goals conflicting with neighbourhood character.
- Neighbourhood character is highly valued by the community in Nillumbik.

#### Key sentiments:

*"Allowing medium density development in areas greater than that which you expect to be needed to satisfy demand will only mean a **degradation of neighbourhood character** over a larger area."*

*"Given ESD elements (solar panels, water tanks, and efforts at neighbourhood scale energy, water and waste ESD) can potentially be in conflict with **neighbourhood character concerns**, there is a requirement to give clear guidance to support individuals and communities to be resilient in responding to climate change and how this can be balanced with neighbourhood character that increasing will need to be consider its impact on building form, materials, colours (e.g. material requirements for buildings of Bell rating in bushfire prone areas)."*

*"Innovative housing design is a euphemism for cheap higher density housing. Higher density housing will irreparably damage the **character of Eltham**."*

*"**Incremental Change** could not take place without major road reconstruction which would be contrary to the principles of respecting the Nillumbik environment."*

*"We must keep our green wedge. Tearing down our trees for town houses will destroy Eltham's beauty. Eltham is currently being inundated by townhouses causing loss of trees and additional cars and parking problems. We need to concentrate on the crime in Eltham, **not changing the rural character**."*

## Theme - Change Area

- Support more minimal change areas, particularly around bushfire areas and areas with a lack of Infrastructure.
- Concerns about Substantial Change Area and Incremental Change Area may impact on Neighbourhood character.

### Key sentiments:

*Using the State Government requirements of Change areas, the majority of Eltham residents will be living in the new planning area of **Incremental Change**. This is of concern. The Incremental change area encompasses a pocket of historic and or cultural significance to the ethos of Nillumbik as a special place. Such pockets of dwelling no doubt also exist in Diamond Creek and other township areas designated for Incremental change. It is these areas that stand as beacons of our heritage and should be either exempt from medium density development (even incremental development) or open only to development of a type that is strictly controlled to ensure that the neighbourhood character of such special places is preserved.*

*P 85 **Substantial Change** area should differentiate between commercial and residential precincts. Areas such as the unsealed roads in Harcourt Hill ie Peter St, Stanhope St etc should not be in **Incremental Change**, neither should the narrow roads without footpaths in the section between York and Dalton streets.*

*"For example, within the footprint of the **Substantial Change** area of Eltham (Map 10), there remain many single level homes, most on small blocks in Cecil, Bible, Luck, Henry and Taylor Streets, which are or could be suitable for ageing residents. For the character of Eltham, these could be better placed in the Incremental Change area, not doomed to demolition. Many of the narrow, steep streets in the Incremental Change areas theoretically close to the Eltham Station, for example Stanhope Street, Peter Street, Kerrie Crescent, are not readily suitable for higher density housing."*

*It is an atypical Eltham location worthy of protection by Council from in-fill development and would be more accurately and appropriately classified as "**Minimal Change**"*

### Theme - Ageing in Place & Downsizing

- Demand for downsizing and smaller houses to support ageing in place.
- Greater support is required for ageing in place at an institutional level, including the need to be close to family, semi-independent retirement options, and addressing the lack of local support in strategy.
- Demand for more local actions on downsizing and ageing in place.

#### Key sentiments:

*"It is this urgent need for **downsizing** by a fast growing cohort that concerns me. Old people in the Shire have to look beyond Shire boundaries for **smaller more manageable propertis** away from neighbours and friends."*

*"And by "medium density" I am not thinking 2-5 storey developments. I and many others I know, are seeking IBD's – **In Between Downsizer** accommodation that meets Liveable Housing Design Guidelines, LHDG (eg no stairs, hand rails) and ESD standards (facing north, well insulated etc.) with a small garden. It needs 1 BR with living level on the ground level with 1 BR and ensuite/bath room, and additional BR's and bathroom upstairs."*

*"please recognise that the need to support **downsizers** is both important and urgent."*

*In the context of concerns about **downsizing and ageing in place**, it is worrying that many existing small houses within that area, that are or could be made suitable for ageing residents, will be prime candidates for demolition, sites consolidated into larger blocks that could then be developed into two, three or even five storey apartments, which unless specifically designed would be unsuitable for ageing in place. The Strategy becomes a very blunt instrument and might actually reduce the options for downsizing.*

*"Instead of investigating, advocating and developing etc. what can Council do NOW in order to fulfil the needs of up to 1/3 of its ratepayers? Is this current Council of a mind to prevent my cohort from having to leave the area to find suitable **downsizing accommodation**?"*

## Theme - Bushfire risks

- Concerns about bushfire emergency risk is not well articulated.
- There is a demand for better navigation of bushfire risk.

### Key sentiments:

*"[We] are encouraged that Nillumbik Shire Council (NSC) has taken the approach of integrating demographic data analysis with the strategic recommendations of the NCS, to aim to navigate the unique "tensions" specific to the Shire of Nillumbik in planning for housing, such as **bushfire risk**, which is one of [our] principal areas of interest, consideration and concern."*

*"Part 3.4 summarises the challenges to the aspirations. Bushfire risk is one. This issue last loomed large in 2009. It has ebbed since. It will re-emerge next time a major bushfire threatens. The prospect of an increased population in urban areas which could find itself subject to evacuation orders in an emergency is not directly mentioned as a challenge in the Strategy, although the tension between protecting our valued tree canopy and living in a **high bushfire risk** area is identified."*

*"With regard to VPP 13.022-1S (**Bushfire Planning**) above, it is a definite risk to human life if housing density is increased in 'No Through Road' locations. Planning Policy, and accordingly the Draft Housing Strategy, must provide for these circumstances."*

*"One of the best defences against the total destruction of the environment as a result of major **bushfire events**, is to encourage people to responsibly build within the rural areas."*

## Theme – Infrastructure

- Concerns about traffic capacity to handle a higher population.
- Concerns about the lack of infrastructure to support higher density.
- Demand for more infrastructure to support higher population.

### Key sentiments:

*"Current **roadwork is under stress** already. Connecting the outer ring road next two years will bring addition traffic to the Yan Yean and Diamond Creek Road junction. Where will we accommodate our future community centers, aged care centers etc that will be comfortably accessible to reach."*

*"**Missing infrastructure** such as regular public transport and roads will make any increased accommodation add to the impossibility of moving through Nillumbik at peak hour."*

*"There is **insufficient transport infrastructure** to support housing development strategy beyond Eltham North and West Diamond Creek. And there is no mention of additional roads or widening the existing routes to support the growth more so beyond Diamond Creek."*

*"**Main arterial roads** (eg. Main Rd, Eltham) need to be **expanded to cater** for the increased vehicle traffic due to population increases."*

*"There is **no spare capacity in the current road system**. Increased housing will make transport slower. A side effect of this is that bus journeys will slow down and then the buses will miss their train connections. When that happens it persuades more people to drive and thus makes the overall situation worse."*

*"Looking forward to how we integrate **more services** to accommodate future growth here in our unique valley."*



### Theme - medium density

- Concerns about medium density, including impact on neighbourhood character, traffic capacity, and lack of infrastructure.
- Some people support medium density despite these concerns.

#### Key sentiments:

*"I consider that current residents **don't need houses or the associated traffic, noise, competition for existing jobs, habitat destruction and the greenhouse gas** that every new home produces."*

*"Harcourt Hill is such an area in Eltham. The narrow, winding and unmade roads under the large treed canopy typify the image of Eltham. A plethora of **medium density** dwellings, including townhouses, would destroy the area. Future generations would not be able to see what makes Eltham now special and different from other suburbs. Nillumbik would not remain a suburb."*

*"what I dislike about the vision is **low to medium density housing**, any high rise buildings - this will ruin the small community feel. But I do feel people on acreage should be able to put an extra dwelling/granny flat for elderly parents"*

***Medium density growth around transit** is key to saving the green wedge. Townships and activity centres need to be given licence to density.*

*"I am not objecting to **higher density**. I endorse it on the basis that they are great for building neighbourhoods, they make use of amenities and there are lot of neighbours. There are people in the street"*

*"The **need for more density in housing** is not challenged. However the ways to achieve it certainly are."*

*People are very busy at the moment... addressing cost of living concerns, time is of the essence, **we need to be careful making sure housing is near major roads, train stations and major bus routes.***

### Theme – Housing strategy

- The Housing Strategy is long and should include a summary for easier understanding.
- Further clarification is needed on specific points within the strategy.
- More actions are needed to address the issues effectively.
- Align terms with NCS, emphasis on NCS linkages.

#### Key sentiments:

*"Because the document is not **accessible**, is **long** and I skimmed through it. Was not set out in a way for me to easily decipher what will change and when"*

*"Because of the **length of the document**, as well as its detailed information, it is not appropriate or realistic to expect an informed response from a large proportion of the public."*

*"[We] therefore submits that the housing strategy should either **define** 'occasional' or give clear examples as to how this word is to be interpreted (including by VCAT) to avoid such areas being filled with more such developments than most residents would think of as being 'occasional'."*

*"It's a big ask for everyday residents to plough through 143 pages of strategy. I DO hope Council is prepared to **work with (not just advocate) other levels of government** to make a difference."*

## Theme – Others

- Support for working with local members (i.e. MPs) and advocating to State government for more local change, and to work with developers on appropriate housing for older people.
- There are differing views on including green wedge areas in the Housing Strategy: some support this inclusion, while others oppose it.
- Demand for the protection of trees.
- Demand for housing diversity.

### Key sentiments:

*"It would be great to include being part of the green wedge and why that is important for habitat and vegetation and how both of those are a part of Nillumbik's character and utterly essential as part of an climate change mitigation and solutions framework"*

*"Some provision for a locally **specific need is that of tree canopy**, a reason many moved to the Shire. A tension exists here, but stricter and enforced guidelines would mean that existing large trees would survive the ravagers of development. At present so many trees are lost to root damage or even blatant felling of fenced and guarded trees."*

*"I would implore council **to strongly support more variety in development.**"*

*"The draft makes the point that the State Government is putting its planning priorities into Nillumbik's Housing Strategy, along with those of other Local Government Areas (LGAs). Statewide planning edicts are always blunt instruments with a '**one size fits all**' approach leading to planning outcomes that are often detrimental to LGAs with unique or special characteristics."*

*"If medium density is to be elevated in the two MACs then public transport and micro-transport options will also need enhancing. Mesh with the Nillumbik transport strategy, and **liaise with State Government over transport.**"*

*"Whilst supporting the general thrust of this, the 2040 vision relates to NOW too! Realistically, planning for the needs and values of our existing community needs to be **actioned more strongly hand-in-hand with State Government** to immediately action those needs - especially regarding ageing in place."*



**Nillumbik Shire Council**

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Participate Nillumbik

Apr 22, 2024 - May 28, 2024

**Project:** Draft Housing Strategy

**Tool Type:** Form

**Activity ID:** 486

**Exported:** May 28, 2024, 10:07 AM

**Exported By:** [REDACTED]

Response No:  
1

Contribution ID: 25403  
Member ID:  
Date Submitted: May 27, 2024, 04:36 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Where are the details as to how this can be worked towards?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Nillumbik News

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Response No:  
2

Contribution ID: 25398

Member ID:

Date Submitted: May 27, 2024, 12:52 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree
- Q3** Are there any missing priority areas?  
Long Text  
Not missing but not fully expanded. More needs to be addressed regarding design. Box like structures, such as the one on the corner of [REDACTED] are ridiculous. There is nothing apparent in that development that is supportive of anything within these guidelines.
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
I am yet to see design or development that approaches "improved housing affordability and strategically diverse types of housing, in low-to-medium densities, to allow for housing to support people throughout their lifecycles, from younger generations to older residents wishing to age in place."  
Comments such as "Carefully planning infrastructure, facilities and working within the topography of Nillumbik" is ludicrous and only serves those who wish to read it superficially as opposed to someone living in the area.  
"Housing in Nillumbik features exemplar ecologically sustainable design" - really? Nothing along these lines is evident in the "MAC."
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text  
This is a huge document, it covers many topics. Somewhat strategic I feel for the average reader. I appreciate it has to be comprehensive but I doubt whether the state government, and therefore the planning from the council will totally adhere to the grandiose ideals.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
I would implore council to strongly support more variety in development. So far, we have had the 300-odd low-rise apartments straddle across the back of the main shopping Eltham area, with little concern to the parking let alone the look of them. An initial application of approx 330 apartments (I think that was the amount, but certainly in that range) was reduced by VCAT to 300. How ludicrous is that.  
In those apartments, all I have seen is the back area of the parking bays being moved to 'Permit' parking only. It is ridiculous to suggest this is acceptable. And this can hardly be described as progress.  
With the push from the state government to increase housing density, sure hand in hand must be the need for better, and more open hours of the police station?  
We need more single level, safe and well located properties to provide appropriate accommodation for the aging

population. The many townhouses appearing around the place all are multi-storey, not practical at all. Granny Flats. Not everyone either wants to, or is able to, live in a Granny Flat in a back yard. I feel this is another ridiculous vision of someone who does not live in this area. Is the state government, or those who suggest these innovations, even aware of the topography of this area?  
Will the same building permit suggestions be applied to all suburbs of Melbourne? Will Ivanhoe, Eaglemont, Brighton, Toorak, Caulfield all have the suggestions of granny flats made to them?  
Nillumbik may not end up looking like Box Hill but I sincerely hope it does not end up looking like Plenty Road now does, the tunnel effect of multi-storeys along that road, all surrounding the Polaris shopping centre, is truly hideous. I would like to know what part of a housing plan or strategy has been applied there. I fail to accept that that much student accommodation is required for Latrobe University.  
The need for more density in housing is not challenged. However the ways to achieve it certainly are.

Q11

First Name

Short Text

Q12

Last Name

Short Text

Q13

Email

Email

Q14

Gender

Select Box

Female

Q15

Age

Multi Choice

65 - 84

Q16

Do you \_\_\_\_\_ in Nillumbik?

Multi Choice

Live

Q17

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Long Text

Q18

Suburb

Select Box

Eltham

Q19

Are you (please tick all that apply)

Multi Choice

Q20

Living situation

Multi Choice

Own my own home (fully owned)


Q21

How did you hear about this consultation?

Multi Choice

Nillumbik News

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Response No:  
3

Contribution ID: 25391  
Member ID:  
Date Submitted: May 27, 2024, 11:44 AM

**Q1 Have you read the Housing Strategy?**

Select Box Yes

**Q2 To what extent do you agree or disagree with the following priority areas?**

Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

**Q3 Are there any missing priority areas?**

Long Text

**Q4 Are you supportive of the Vision?**

Multi Choice Yes

**Q5 What do you like or dislike about the vision?**

Long Text

**Q6 How well do you agree with the following goals?**

Matrix  
Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

**Q7 If you disagree with any of the goals, why?**

Long Text

**Q8 Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?**

Multi Choice

**Q9 Please explain why you don't feel informed**


Long Text  
Specific points in the draft with which I have concerns and which more information is needed or the document amended include: p 24 'muted tones' does not refer to 'earth' colours, p 29 first dot point refers to housing 'in and around' the activity centre, p 51 we have been building more p.a. than is our suggested target so there appears no need for increased activity, p 58 an article from CoHousing Australia private organisation is inappropriate, p 59 what policy relates to tree removal and second dwellings should be mentioned, p 71 clarification is needed in relation to the suggested ways in which council can influence ageing in place.eg aged care facilities and diverse housing and MAC structure plans, advocating for policy change re diverse housing.

**Q10 Is there anything else you would like to give us feedback on?**

Long Text  
I have read and taken notes on the extremely lengthy document. Much of it consists of high level statements that most would agree with however the practical aspects of achieving outcomes and the lack of specificity in proposed actions leaving them open to interpretation is a concern. Most residents would use the property search function and then go to the survey without attempting the daunting document. I found a response to the survey questions as provided was fairly meaningless after having thoroughly studied the document. Without having read it, the 4-5 minutes suggested to answer it could not result in anything more than a superficial response. The lack of any question that suggests a response to the Change Area in which your property is situated indicates that this is a fait accompli and no consultation allowed. P 85 Substantial Change area should differentiate between commercial and residential precincts. Areas such as the unsealed roads in Harcourt Hill ie Peter St, Stanhope St etc should not be in Incremental Change, neither should the narrow roads without footpaths in the section between York and Dalton streets. Allowing medium density development in areas greater than that which you expect to be needed to satisfy demand will only mean a degradation of neighbourhood character over a larger area. Other specific concerns I have which I would be happy to discuss are included in the "Please explain" box.

Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	

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Response No:  
4

Contribution ID: 25387  
Member ID:  
Date Submitted: May 26, 2024, 05:59 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Strongly agree
- Q3** Are there any missing priority areas?  
Long Text  
Respect for the existing neighbourhood character
- Q4** Are you supportive of the Vision?  
Multi Choice  
Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
. With the constant loss of vegetation it is difficult to reconcile this with the phrase "nestled within the nature based settings of the Shire."  
There needs to be an adherence to the importance of this in the Vision.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text  
What is the meaning of the term "occasional"? The Neighbourhood Character could change depending on this definition. When is occasional enough and who would enforce this? Is one dual occupancy or group of three townhouses in a street of twenty house lots occasional or would three house blocks next to each other, each with four units be occasional in this same street of twenty house lots.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
A guarantee that vegetation was not to be removed from a site before any approval was granted.  
A guarantee that canopy vegetation be retained at all times.  
The Shire is committed to mitigating climate change and retention and increase of canopy and other vegetation is shown to do this.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text


Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham North
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Nillumbik News

Response No:  
5

Contribution ID: 25384  
Member ID:  
Date Submitted: May 25, 2024, 08:02 PM

Q1	Have you read the Housing Strategy?
Select Box	
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Agree Housing affordability - Agree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Strongly agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	Yes it's a vision. However in the area of harmony and nature based / history, why was the development of fabaros( spelling?) farm canned?.. this involved infrastructure and well being and liveability. Apparently your core values!!
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Neither agree or disagree Goal 2 - Strongly Agree Goal 3 - Strongly Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Not informed
Q9	Please explain why you don't feel informed
Long Text	It seems random.. from what I can see driving around eltham.. single car garage developments, meaning more cars. Parked in narrow streets and creating congestion for residents
Q10	Is there anything else you would like to give us feedback on?
Long Text	
Q11	First Name
Short Text	I
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
Page 11 of 161

Gender

Female

Age

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Diamond Creek

Are you (please tick all that apply)

Living situation

Own my own home (fully owned)

How did you hear about this consultation?

Facebook



Response No:  
6

Contribution ID: 25382  
Member ID:  
Date Submitted: May 25, 2024, 06:30 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14

Select Box

Gender

Female

Q15

Multi Choice

Age

65 - 84

Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
7

Contribution ID: 25381  
Member ID:  
Date Submitted: May 25, 2024, 06:19 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree
- Q3** Are there any missing priority areas?  
Long Text  
Yes - emphasis ought NOT be on the strategy's "Missing Middle" of 2-5 storeys, but on Liveable Housing Design Guidelines in small houses. So many of us do NOT want to live in apartments!
- Q4** Are you supportive of the Vision?  
Multi Choice  
Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
I like Carefully planning infrastructure, facilities and working within the topography of Nillumbik, the Shire's liveability supports our resilient communities and enhances the wellbeing of those in activity centres and rural areas. Housing in Nillumbik features exemplar ecologically sustainable design, nestled within the nature-based settings of the Shire.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
The goals are laudable. But there are inadequate ACTION to make them happen.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
I feel informed
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
It's a big ask for everyday residents to plough through 143 pages of strategy.  
I DO hope Council is prepared to work with (not just advocate) other levels of government to make a difference.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text

Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Research
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

Response No:  
8

Contribution ID: 25372  
Member ID:  
Date Submitted: May 24, 2024, 08:58 PM

Q1

Have you read the Housing Strategy?

Select Box

Yes

Q2

To what extent do you agree or disagree with the following priority areas?

Matrix

Housing diversity and accessibility - Strongly disagree  
Housing affordability - Disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Neither agree or disagree  
Supporting the townships and our activity centres - Neither agree or disagree  
Innovative and sustainable housing design - Neither agree or disagree

Q3

Are there any missing priority areas?

Long Text

Q4

Are you supportive of the Vision?

Multi Choice

No

Q5

What do you like or dislike about the vision?

Long Text

what I dislike about the vision is low to medium density housing, any high rise buildings - this will ruin the small community feel. But I do feel people on acerage should be able to put an extra dwelling/granny flat for elderly parents

Q6

How well do you agree with the following goals?

Matrix

Goal 1 - Strongly disagree  
Goal 2 - Strongly Agree  
Goal 3 - Neither agree or disagree

Q7

If you disagree with any of the goals, why?

Long Text

highly disagree with goal - this probably means many many crappy low income/high density homes which Most people DO NOT want in this area - this is why we live in Diamond Creek and not in West Heidelberg or Mernda

Q8

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Multi Choice

Not informed

Q9

Please explain why you don't feel informed

Long Text

I had to find out all of this by being asked to go to a meeting by people in the know

Q10

Is there anything else you would like to give us feedback on?

Long Text

I feel strongly against the many many units that are proposed to be built in Diamond Creek and Panton Hill we do not have the locals roads to sustain all this traffic

Q11

First Name

Short Text

Q12

Last Name

Short Text

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
Page 17 of 161

Gender

Female

Age

55- 64

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Diamond Creek

Are you (please tick all that apply)

Living situation

Own my own home (fully owned)

How did you hear about this consultation?

Word of mouth

Response No:  
9

Contribution ID: 25368  
Member ID:  
Date Submitted: May 24, 2024, 12:14 PM

Q1

Select Box

Have you read the Housing Strategy?

No

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Email

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Response No:  
10

Contribution ID: 25366  
Member ID:  
Date Submitted: May 24, 2024, 07:22 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Neither agree or disagree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
Page 21 of 161

Gender

Prefer not to say

Age

45 -54

Do you \_\_\_\_\_ in Nillumbik?

Live  
Work  
Play

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Greensborough

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Facebook


Response No:  
11

Contribution ID: 25363  
Member ID:  
Date Submitted: May 23, 2024, 12:52 PM

- Q1** Have you read the Housing Strategy?  
Select Box
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
The missing priority area is the implementation of the vision to appreciate the unique character of the Shire, to locate some good examples, and to make sure they remain protected.  
The Housing Strategy simplifies Planning to a point where it is unprofessional, lazy, and politically driven for quantity... and does not take an academic view of the potential of quality Planning.
- Q4** Are you supportive of the Vision?  
Multi Choice  
Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
The strategy does not meet the vision. Some exemplary pockets of the Shire (Eltham in particular) should be sought out and preserved. Pockets of the Bush 1 and Bush 2 that represent the heritage of the Shire should be cherished by local Councillors and Planners, in the best academic sense. Areas such as the east end of John Street (including beyond the formal Heritage areas, should have some additional constraints to preserve their demonstrated heritage value.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Agree  
Goal 2 - Agree  
Goal 3 - Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
Because a Goal is only as good as the strategy to implement it. Goal 2 has an unprofessional (anti- rigorous) reflection of the goal!
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text  
I am informed of the Goals, and informed of a strategy the allows/ encourages four time the density of housing, but with a strategy that makes no effort to preserve those few remaining areas in Bush 1 or Bush 2 that are exemplary examples of what the Vision implies we are trying to achieve.  
It is all quantity driven and NOT QUALITY Driven.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
The area at the Eastern End of John Street, Eltham is one of those few areas remaining ( there are others) that represent the heritage that makes the Shire unique... including the urban examples of development. The Gordon Ford (Peter Glass etc) influence on the John Street (East) neighbourhood, the Shire, and beyond, is worthy of further constraints and protection, and should be encouraged to disappear into the ordinary mass. Such areas are totally ignored in the simplification of the strategy, and THIS IS A SHAME! Unprofessional and un-academic!

Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Homeless/temporary accommodation
Q21	How did you hear about this consultation?
Multi Choice	Word of mouth

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Response No:  
12

Contribution ID: 25362  
Member ID:  
Date Submitted: May 23, 2024, 10:42 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Neither agree or disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
Page 25 of 161

Gender

Male

Age

35- 44

Do you \_\_\_\_\_ in Nillumbik?

Live  
Play

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Cottles Bridge

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Community newspaper

Response No:  
13

Contribution ID: 25361  
Member ID: 2328  
Date Submitted: May 22, 2024, 11:24 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

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Response No:  
14

Contribution ID: 25338  
Member ID:  
Date Submitted: May 21, 2024, 06:52 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

I respect that we need more medium density housing within close proximity to hubs and services, HOWEVER please ensure that facades are more in keeping with the 'rural' feel of the townships. Not like that atrocity of story townhouses on the corner of They are an absolute eye sore which don't blend in at all. Appalling!

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Nillumbik News

Response No:  
15

Contribution ID: 25337  
Member ID:  
Date Submitted: May 21, 2024, 05:55 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Neither agree or disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Perhaps the greater Melbourne good with densification rather than continuing greenfield spread of development.  
Perhaps this fits below 'Supporting....activity centres'.

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

If medium density is to be elevated in the two MACs then public transport and micro-transport options will also need enhancing. Mesh with the Nillumbik transport strategy, and liaise with State Government over transport.

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Male

Age

65 - 84

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (fully owned)

How did you hear about this consultation?

Email

Response No:  
16

Contribution ID: 25329  
Member ID:  
Date Submitted: May 20, 2024, 08:03 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Safety  
Transport  
Business/Work

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

It's good, just incomplete

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Lacks detail E.g. Mentions accelerated planning, doesn't mention that it's not available to bush blocks.

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	
Q21	How did you hear about this consultation?
Multi Choice	

Response No:  
17

Contribution ID: 25323  
Member ID:  
Date Submitted: May 19, 2024, 08:54 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Missing is how Council can fund any of this or even just the areas that it is responsible for - innovative & sustainable design - planners can accept or reject application however checking that what is built and what landscaping has taken place requires compliance officers skilled in a wide range of areas and with the time to complete checks adequately and reporting back occurs to the relevant officers and any follow up actually occurs.

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

It is difficult to understand how State 'one size fits all requirements' can be aligned to the vision.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

The length and detailed information and complex discussion points will have meant that 90% of people who have ticked Yes to the first question may not have given a reliable response :)

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play Other: Volunteer
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Word of mouth



**Contribution ID:** 25322  
**Member ID:**  
**Date Submitted:** May 19, 2024, 07:12 PM

Select Box Yes

Matrix	Housing diversity and accessibility - Strongly disagree
	Housing affordability - Strongly disagree
	Ageing in place - Strongly agree
	Nillumbik's unique character and environment - Strongly agree
	Supporting the townships and our activity centres - Strongly disagree
	Innovative and sustainable housing design - Agree

Long Text	<p>Diamond Creek and Eltham Activity Areas, shops, etc., must be low-energy village environments that are not "energised".</p> <p>They must provide for those who want a unique low-energy living existence as other LGAs become energised. They must provide for those who don't want to shop in high-activity centres.</p> <p>Another low activity centre is Were Street Montmorency</p> <p>High-density development should be limited on Harcourt Hill, Diamond Street, and Stanhope Street to the development styles at ■ Diamond Street, ■ Inez Avenue and ■ Green Place off Railway Parade.</p> <p>The report has far too many adjectives and adverbs that are not substantiated by data.</p>
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Multi Choice      Yes

Long Text	<p>Likes: tree canopy, rural settings at our doorstep, wineries and eating experiences less than 30 minutes drive, the pace of life, public transport, rustic village settings in the small towns. This unique living environment is recognised as the "most livable."</p> <p>Dislikes: vehicle density on the roads. "Rat runs". e.g. Bolton Street</p>
-----------	--

Matrix	Goal 1 - Strongly Agree
	Goal 2 - Strongly Agree
	Goal 3 - Strongly Agree

Long Text Apartment living of up to 5 storeys on the Harcourt Hill and Railway Parade precincts does not meet these 3Goals.

Multi Choice      Somewhat informed but need more information

Long Text	<p>Lack of data from the community surveys to support the claims being made.</p> <p>The data on which this report relies must be made available for our interpretation.</p> <p>What does the data say about the education levels, skills, knowledge and experience of Nillumbik ratepayers?</p> <p>How qualified is this cohort vs those who prepared the report?</p> <p>What skills, knowledge, experience, training, and education did the Community Reference Group have that directly related to their purpose and function?</p> <p>The data presented is not enough. For example, the rise in two-person households might be due to couples moving here to have children. The falling number of families with children may be reversed in the future, but this is not considered in the report. NB The rise and fall of children in Stanhope Street has fluctuated significantly since 1987 and will continue.</p>
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<b>Q10</b>	<b>Is there anything else you would like to give us feedback on?</b>
Long Text	This document is a generic analysis. The contractor has produced a lengthy "vision" based on appeals to feelings and has not proved any statistical analysis of the claims regarding community survey responses. The survey questions and analysis are not in the References or Appendices.
<b>Q11</b>	<b>First Name</b>
Short Text	
<b>Q12</b>	<b>Last Name</b>
Short Text	
<b>Q13</b>	<b>Email</b>
Email	
<b>Q14</b>	<b>Gender</b>
Select Box	Male
<b>Q15</b>	<b>Age</b>
Multi Choice	65 - 84
<b>Q16</b>	<b>Do you _____ in Nillumbik?</b>
Multi Choice	Live Work Play
<b>Q17</b>	<b>If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?</b>
Long Text	
<b>Q18</b>	<b>Suburb</b>
Select Box	Eltham
<b>Q19</b>	<b>Are you (please tick all that apply)</b>
Multi Choice	
<b>Q20</b>	<b>Living situation</b>
Multi Choice	Own my own home (fully owned)
<b>Q21</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Facebook

Response No:  
19

Contribution ID: 25320  
Member ID:  
Date Submitted: May 18, 2024, 09:29 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly disagree  
Housing affordability - Disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Keeping Nillimbuk shire as it is and not turning it into developers' wet dream.

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

Medium density housing

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly disagree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Male

Age

55- 64

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Word of mouth

Response No:  
20

Contribution ID: 25315  
Member ID:  
Date Submitted: May 17, 2024, 10:03 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Whilst supporting the general thrust of this, the 2040 vision relates to NOW too! Realistically, planning for the needs and values of our existing community needs to be actioned more strongly hand-in-hand with State Government to immediately action those needs - especially regarding ageing in place.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email


Q14

Select Box

Gender

Male

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Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

Response No:  
21

Contribution ID: 25307  
Member ID:  
Date Submitted: May 15, 2024, 10:29 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Neither agree or disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

Main arterial roads (eg. Main Rd, Eltham) need to be expanded to cater for the increased vehicle traffic due to population increases.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Neither agree or disagree  
Goal 3 - Neither agree or disagree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Research
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	Facebook




Response No:  
22

Contribution ID: 25305  
Member ID: 128  
Date Submitted: May 15, 2024, 02:16 AM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Strongly agree Housing affordability - Strongly agree Ageing in place - Strongly agree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Strongly agree Innovative and sustainable housing design - Strongly agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	I like that our green wedge shire is foremost in the report and that there are different priority areas to focus on to keep our shire green as well as keeping future development in line with our environmental focus
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Strongly Agree Goal 2 - Strongly Agree Goal 3 - Strongly Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	
Q9	Please explain why you don't feel informed
Long Text	
Q10	Is there anything else you would like to give us feedback on?
Long Text	
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Renting – social housing
Q21	How did you hear about this consultation?
Multi Choice	Email

Response No:  
23

Contribution ID: 25303  
Member ID:  
Date Submitted: May 14, 2024, 08:31 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Disagree  
Nillumbik's unique character and environment - Disagree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

There needs to be a greater increase in medium density housing

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Disagree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

I disagree with goal 2 because while it maintains the character for those who have already bought in the area, the resulting lack of housing supply means that young people growing up in the area are being priced out of their own communities and having to look further and further out for housing

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	20- 24
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Panton Hill
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Living with family/others
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
24

Contribution ID: 25301  
Member ID:  
Date Submitted: May 14, 2024, 04:12 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Neither agree or disagree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Construction of housing needs to be properly monitored for design and quality of construction

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

Response No:  
25

Contribution ID: 25294  
Member ID:  
Date Submitted: May 14, 2024, 10:07 AM

Q1

Have you read the Housing Strategy?

Select Box

Yes

Q2

To what extent do you agree or disagree with the following priority areas?

Matrix

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Are there any missing priority areas?

Long Text

Providing habitat and vegetation

Q4

Are you supportive of the Vision?

Multi Choice

Yes

Q5

What do you like or dislike about the vision?

Long Text

It would be great to include being part of the green wedge and why that is important for habitat and vegetation and how both of those are a part of Nillumbik's character and utterly essential as part of an climate change mitigation and solutions framework.

Q6

How well do you agree with the following goals?

Matrix

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

If you disagree with any of the goals, why?

Long Text

Q8

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Multi Choice

Somewhat informed but need more information

Q9

Please explain why you don't feel informed

Long Text

Thank goodness the [REDACTED] alerted me to this survey. Nillumbik council should send emails to residents asking for input.

Q10

Is there anything else you would like to give us feedback on?

Long Text

Q11

First Name

Short Text

[REDACTED]

Q12

Last Name

Short Text

[REDACTED]

Q13

Email

Email

[REDACTED]

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

55- 64

Do you \_\_\_\_\_ in Nillumbik?

Live  
Work  
Play

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Community newspaper



Response No:  
26

Contribution ID: 25293  
Member ID:  
Date Submitted: May 14, 2024, 08:32 AM

**Q1** Have you read the Housing Strategy?  
Select Box Yes

**Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Disagree  
Housing affordability - Disagree  
Ageing in place - Disagree  
Nillumbik's unique character and environment - Disagree  
Supporting the townships and our activity centres - Disagree  
Innovative and sustainable housing design - Disagree

**Q3** Are there any missing priority areas?  
Long Text

**Q4** Are you supportive of the Vision?  
Multi Choice No

**Q5** What do you like or dislike about the vision?  
Long Text  
We must keep our green wedge. Tearing down our trees for town houses will destroy Eltham's beauty. Eltham is currently being inundated by townhouses causing loss of trees and additional cars and parking problems. We need to concentrate on the crime in Eltham, not changing the rural character.

**Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Disagree  
Goal 2 - Agree  
Goal 3 - Disagree

**Q7** If you disagree with any of the goals, why?  
Long Text  
Keep the green. More townhouses and multi living buildings destroy our trees and environment. Keep Eltham beautiful. Concentrate on the crime in Eltham. That should be our priority. More people men's more crimes. Our police can't handle the crime going on now. More housing will only increase this problem.

**Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice Somewhat informed but need more information

**Q9** Please explain why you don't feel informed  
Long Text

**Q10** Is there anything else you would like to give us feedback on?  
Long Text

**Q11** First Name  
Short Text

**Q12** Last Name  
Short Text

**Q13** Email  
Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

65 - 84

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Renting – private

How did you hear about this consultation?

Email

Response No:  
27

Contribution ID: 25291  
Member ID:  
Date Submitted: May 14, 2024, 07:59 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Covers all elements of what makes Nillumbik good - people and the environment

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Email

Response No:  
28

Contribution ID: 25290  
Member ID:  
Date Submitted: May 14, 2024, 07:37 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Neither agree or disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Neither agree or disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Neither agree or disagree  
Goal 2 - Strongly Agree  
Goal 3 - Neither agree or disagree

Q7

Long Text

If you disagree with any of the goals, why?

I don't want Eltham & surrounds to be full of anything apartments. I don't want peoples houses to be dwarfed by double storey townhouses or 3-5 storey apartments.

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

The goals are written in a way that makes you agreeable. They should just "do you support more apartments, dual lock, units, townhouses etc"

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

35- 44

Do you \_\_\_\_\_ in Nillumbik?

Live  
Work

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?


Email

Response No:  
29

Contribution ID: 25289  
Member ID:  
Date Submitted: May 13, 2024, 10:30 PM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Disagree Housing affordability - Disagree Ageing in place - Neither agree or disagree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Strongly disagree Innovative and sustainable housing design - Disagree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	No
Q5	What do you like or dislike about the vision?
Long Text	If Nillumbik follows this vision Eltham will lose its character and become another Doncaster.  Less development leads to fewer people living in Eltham which will conserve the area's environment an amenity.  We don't need more people crammed into Eltham.
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Strongly disagree Goal 2 - Strongly Agree Goal 3 - Strongly disagree
Q7	If you disagree with any of the goals, why?
Long Text	Affordable housing means more medium and high density housing. These should be built in suburbs where this can be done more affordable, with better access to public transport like inner city suburbs.  Innovative housing design is a euphemism for cheap higher density housing. Higher density housing will irreparably damage the character of Eltham.
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	Residents should be given the choice as to whether their suburb allows increased housing density, not have it foisted on it.
Q10	Is there anything else you would like to give us feedback on?
Long Text	The council should focus on maintaining the character of Eltham. Developers should not dictate the housing density of our suburbs for profit. The owners of these development companies don't live in medium or high density accommodation.
Q11	First Name
Short Text	

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Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email



Response No:  
30

Contribution ID: 25288  
Member ID:  
Date Submitted: May 13, 2024, 10:11 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

I like the inclusion of and focus on the natural environment.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Email

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Response No:  
31

Contribution ID: 25287  
Member ID:  
Date Submitted: May 13, 2024, 08:24 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Disagree  
Housing affordability - Disagree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Disagree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

We need to maintain low density in Eltham to maintain its character.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Disagree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

No more medium or high density housing.

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Prefer not to say
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Play Work
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	I left after living in Eltham for 20 years because Eltham was getting too built up.
Q18	Suburb
Select Box	
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Community newspaper

Response No:  
32

Contribution ID: 25284  
Member ID:  
Date Submitted: May 13, 2024, 02:56 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

one level houses

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

Response No:  
33

Contribution ID: 25281  
Member ID:  
Date Submitted: May 13, 2024, 12:06 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Disagree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

Nillumbik council has to many councillors pushing their own minority agenda so I have no faith in this council providing or implementing anything meaningful

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Disagree  
Goal 3 - Disagree

Q7

Long Text

If you disagree with any of the goals, why?

Too much red tape and minority input

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Already have

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Kangaroo Ground
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

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Response No:  
34

Contribution ID: 25278  
Member ID:  
Date Submitted: May 13, 2024, 08:07 AM

Q1

Select Box

Have you read the Housing Strategy?

No

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

I like that it is all encompassing.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

45 -54

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham North

Are you (please tick all that apply)

Living situation

Living with family/others

How did you hear about this consultation?

Enews

Response No:  
35

Contribution ID: 25230  
Member ID:  
Date Submitted: May 10, 2024, 02:37 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Strongly agree
- Q3** Are there any missing priority areas?  
Long Text  
Accessibility probably needs to be on it's own as it affects many of the other priority areas
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
I think if a locality has a postcode and it is in metropolitan, then it is a disservice to not call it a suburb
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Agree  
Goal 2 - Disagree  
Goal 3 - Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
I don't think meeting some of the communities needs about a neighbourhood character is what other communities in Nillumbik might want. The communities are very diverse, and consultation for a particular community needs to be made transparent and directed to that individual community only.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
I feel informed
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
People are very busy at the moment... addressing cost of living concerns, time is of the essence, we need to be careful making sure housing is near major roads, train stations and major bus routes
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text
- Q13** Email  
Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Word of mouth


Response No:  
36

Contribution ID: 25227  
Member ID:  
Date Submitted: May 10, 2024, 11:45 AM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Neither agree or disagree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
Some parts of Eltham have specific types of access that will not support medium density housing, these could be properties located on service roads or where most parking occurs on the road, consideration should be given for the types of properties that have not had access upgraded or are not suitable for larger volumes of vehicular traffic. I believe that there are micro neighborhood characteristics which are being neglected in the wider zoning strategy and provision for these should be made clear in the strategy document
- Q4** Are you supportive of the Vision?  
Multi Choice Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
I agree that development is inevitable, however we should not progress at all costs, Nillumbik is unique in that it has protected its characteristics for such a long time.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Disagree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
I disagree with Goal 1 because it incentivises low cost low occupancy medium density accomodation above cost effective family accomodation, I would like to see incentivised housing for families wanting to move and establish in the area, not low cost single occupancy housing that would support short term occupancy.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice I feel informed
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
I appreciate the delicate balance between growth and maintaining character, having moved to Eltham to get away from "development at all costs" I strongly urge the council to consider what makes our area special in Melbourne, once it is gone, it is gone and there arent alot of places like this in the world, we must defend it.  
I would urge some level of restraint on medium density by enforcing some level of dwelling per m2 on sites that are not suitable, this would reduce the potential for poorly designed "hive" style properties that developers seek to build to maximise profit at the cost of neighbours and neighbourhoods.
- Q11** First Name  
Short Text

Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham North
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Community newspaper

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Response No:  
37

Contribution ID: 25221  
Member ID:  
Date Submitted: May 10, 2024, 09:45 AM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Disagree  
Nillumbik's unique character and environment - Disagree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
Vehicle Transport including Trucks
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
There is insufficient transport infrastructure to support housing development strategy beyond Eltham North and West Diamond Creek. And there is no mention of additional roads or widening the existing routes to support the growth more so beyond Diamond Creek.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Disagree  
Goal 2 - Disagree  
Goal 3 - Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
There is no mention of support for Nillumbik's unique character (living in open space living on acreage) where is the support for aging in place for those that want to remain living on their existing acreage space.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text  
It is difficult to understand the entire document despite how many times you look at it, it is a broad document that covers the entire shire, people are interested what impacts them living in a town house near the central hub is quite different to living on 20 acres in Plenty, different needs and lifestyle.  
I was fortunate to meet with [REDACTED] in a pop up session which gave me more information.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
I hope that the council has given some thought to the roads and infrastructure that will be required to support perhaps an additional 6000 residents.  
Current roadwork is under stress already. Connecting the outer ring road next two years will bring addition traffic to the Yan Yean and Diamond Creek Road junction  
Where will we accommodate our future community centers, aged care centers etc that will be comfortably accessible to reach.
- Q11** First Name  
Short Text  
[REDACTED]

Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Nillumbik News



Response No:  
38

Contribution ID: 25161  
Member ID:  
Date Submitted: May 07, 2024, 10:15 PM

<b>Q1</b>	<b>Have you read the Housing Strategy?</b>
Select Box	Yes
<b>Q2</b>	<b>To what extent do you agree or disagree with the following priority areas?</b>
Matrix	Housing diversity and accessibility - Neither agree or disagree Housing affordability - Strongly agree Ageing in place - Agree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Strongly agree Innovative and sustainable housing design - Agree
<b>Q3</b>	<b>Are there any missing priority areas?</b>
Long Text	Subdividing land into small allotments & and allowing builder to squeeze as many townhouses they can fit on the area causing traffic congestion and removal of all trees in our so called 'Green wedge' ....it's more like the 'townhouse wedge'
<b>Q4</b>	<b>Are you supportive of the Vision?</b>
Multi Choice	No
<b>Q5</b>	<b>What do you like or dislike about the vision?</b>
Long Text	Allowing the dividing up property into dual occupancy & number of townhouses being built per area
<b>Q6</b>	<b>How well do you agree with the following goals?</b>
Matrix	Goal 1 - Neither agree or disagree Goal 2 - Strongly Agree Goal 3 - Agree
<b>Q7</b>	<b>If you disagree with any of the goals, why?</b>
Long Text	
<b>Q8</b>	<b>Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?</b>
Multi Choice	Somewhat informed but need more information
<b>Q9</b>	<b>Please explain why you don't feel informed</b>
Long Text	Council will change it if it suits them
<b>Q10</b>	<b>Is there anything else you would like to give us feedback on?</b>
Long Text	Stop allowing builders to cram townhouses on allotment
<b>Q11</b>	<b>First Name</b>
Short Text	████
<b>Q12</b>	<b>Last Name</b>
Short Text	████
<b>Q13</b>	<b>Email</b>
Email	████████████████████

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Hurstbridge
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Nillumbik News

Response No:  
39

Contribution ID: 25154  
Member ID:  
Date Submitted: May 07, 2024, 09:36 AM

Q1

Have you read the Housing Strategy?

Select Box

No

Q2

To what extent do you agree or disagree with the following priority areas?

Matrix

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Are there any missing priority areas?

Long Text

Creating housing for older folks in flatter parts of Eltham would be good, so awareness of terrain.

Q4

Are you supportive of the Vision?

Multi Choice

Yes

Q5

What do you like or dislike about the vision?

Long Text

It doesn't reflect the reality in my neighbourhood because developers are coming in and removing all vegetation on blocks and the neighbourhood character is being altered so that the above simply sounds like a motherhood statement.

Q6

How well do you agree with the following goals?

Matrix

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

If you disagree with any of the goals, why?

Long Text

It's a shame VCAT will disagree with them!

Q8

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Multi Choice

I feel informed

Q9

Please explain why you don't feel informed

Long Text

Q10

Is there anything else you would like to give us feedback on?

Long Text

You are trying your best to retain what we love about Eltham and the Shire but VCAT is not aligned with our thoughts and goals unfortunately.  
Keep up the good work.

Q11

First Name

Short Text

Q12

Last Name

Short Text


Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	Enews

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Response No:  
40

Contribution ID: 25149  
Member ID:  
Date Submitted: May 06, 2024, 05:39 PM

Q1	Have you read the Housing Strategy?
Select Box	No
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Disagree Housing affordability - Disagree Ageing in place - Neither agree or disagree Nillumbik's unique character and environment - Agree Supporting the townships and our activity centres - Agree Innovative and sustainable housing design - Agree
Q3	Are there any missing priority areas?
Long Text	Allow development of land like allendale rd where there is 30 plus acres ready for housing
Q4	Are you supportive of the Vision?
Multi Choice	No
Q5	What do you like or dislike about the vision?
Long Text	The eltham township would be better served with a hospital in the old council chambers instead of a virgin area with no access to the train network,
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Agree Goal 2 - Agree Goal 3 - Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	An executive summary would've been beneficial
Q10	Is there anything else you would like to give us feedback on?
Long Text	Hurry up with the new bike jump facility
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Male

Age

55- 64

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Research

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Email

Response No:  
41

Contribution ID: 25147  
Member ID:  
Date Submitted: May 06, 2024, 04:34 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Neither agree or disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

Too much wishy washy spin doctoring, needs to include more facts.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

too vague

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
Page 83 of 161

Gender

Male

Age

65 - 84

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (fully owned)

How did you hear about this consultation?

Enews



Response No:  
42

Contribution ID: 25138  
Member ID:  
Date Submitted: May 06, 2024, 12:28 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Strongly agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

25 - 34

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Hurstbridge

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Facebook

Response No:  
43

Contribution ID: 25132  
Member ID:  
Date Submitted: May 05, 2024, 08:26 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Disagree  
Housing affordability - Disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly disagree  
Innovative and sustainable housing design - Disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

The environment is not being prioritised enough.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly disagree  
Goal 2 - Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

25 - 34

Do you \_\_\_\_\_ in Nillumbik?

Live  
Play

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Facebook

Response No:  
44

Contribution ID: 25113  
Member ID:  
Date Submitted: May 05, 2024, 06:51 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Disagree  
Housing affordability - Strongly disagree  
Ageing in place - Disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

Over developing nillumbik will ruin nillumbik, most people are happy to have high rates to protect what we have

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly disagree  
Goal 2 - Strongly Agree  
Goal 3 - Disagree

Q7

Long Text

If you disagree with any of the goals, why?

Protect what we have and if that comes with a cost that's worth it

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email


Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
45

Contribution ID: 25095  
Member ID:  
Date Submitted: May 04, 2024, 08:37 PM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Strongly agree Housing affordability - Strongly agree Ageing in place - Neither agree or disagree Nillumbik's unique character and environment - Disagree Supporting the townships and our activity centres - Strongly agree Innovative and sustainable housing design - Strongly agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Strongly Agree Goal 2 - Disagree Goal 3 - Strongly Agree
Q7	If you disagree with any of the goals, why?
Long Text	Goal 2 has the potential to override goals 1 and 3, with a high emphasis on the status quo.
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	In parts, medium density is spoke of as 3-5 storeys, but in others its up to 3 storeys.
Q10	Is there anything else you would like to give us feedback on?
Long Text	Medium density growth around transit is key to saving the green wedge. Townships and activity centres need to be given licence to densify.
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice

Gender

Male

Age

25 - 34

Do you \_\_\_\_\_ in Nillumbik?

Live  
Work  
Play

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Renting – private

How did you hear about this consultation?

Facebook



Response No:  
46

Contribution ID: 25058  
Member ID:  
Date Submitted: May 04, 2024, 10:00 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Neither agree or disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

I couldn't find anywhere where people's right to northern sunlight in their yards and on their roofs (for solar panels) would be preserved if their neighbour wants to build in their yard.  
We need quality developments like the Canopy apartments and not the crap that was built opposite [REDACTED]  
I'd also hate if charming 1960/1970 Merchant Builder style homes were knocked down by developers.

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

I couldn't find anywhere where people's right to northern sunlight in their yards and on their roofs (for solar panels) would be preserved if their neighbour wants to build in their yard.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Neither agree or disagree  
Goal 2 - Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

[REDACTED]

Q12

Short Text

Last Name

[REDACTED]

Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
47

Contribution ID: 24987  
Member ID:  
Date Submitted: May 03, 2024, 07:32 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Strongly disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Neither agree or disagree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
Preserving existing neighbourhood character and community.  
  
Building design which is in keeping with the architectural history of Nillumbik.  
  
Infrastructure — traffic management
- Q4** Are you supportive of the Vision?  
Multi Choice No
- Q5** What do you like or dislike about the vision?  
Long Text  
Eltham should be low density. This vision callously ignores those of us who live in the so-called 'activity centres' which were quiet sleepy areas when we moved here. There is no regulation on design commensurate with architectural history and vague references to infrastructure don't actually account for how it will be managed. If the road (traffic) and architectural butchery that has recently happened on Bible st is any indication of things to come, this is a dystopian vision.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Disagree  
Goal 2 - Agree  
Goal 3 - Strongly disagree
- Q7** If you disagree with any of the goals, why?  
Long Text  
'Diversity' and 'innovative' housing usually translates to cheap and nasty three level monstrosities.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice Not informed
- Q9** Please explain why you don't feel informed  
Long Text  
It has been kept sufficiently vague so that the neighbourhood can be destroyed as quickly and cheaply as possible. This is a document full of empty marketing jargon.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text
- Q11** First Name  
Short Text

Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
48

Contribution ID: 24986  
Member ID:  
Date Submitted: May 03, 2024, 06:38 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

The infrastructure needed to support the increased traffic flow is sadly lacking.

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Would like to see a reduction in multi storey unit development.  
Where a unit development is single storey is approved I would to see increased parking provided. Most developments stipulate a 2 bedroom unit only needs 1 car space. I disagree as most units units are occupied by people with at least 2 vehicles.

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Male

Age

65 - 84

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Eltham

Are you (please tick all that apply)

Living situation

Own my own home (fully owned)

How did you hear about this consultation?


Facebook

Response No:  
49

Contribution ID: 24962  
Member ID:  
Date Submitted: May 03, 2024, 01:28 PM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Strongly agree Housing affordability - Strongly agree Ageing in place - Agree Nillumbik's unique character and environment - Agree Supporting the townships and our activity centres - Agree Innovative and sustainable housing design - Agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	I am concerned that it is a bit aspirational and may not be able to be delivered.
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Strongly Agree Goal 2 - Strongly Agree Goal 3 - Agree
Q7	If you disagree with any of the goals, why?
Long Text	Balancing the goals may be difficult
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	Because the document is not accessible, is long and I skimmed through it. Was not set out in a way for me to easily decipher what will change and when
Q10	Is there anything else you would like to give us feedback on?
Long Text	
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14	Gender
Select Box	
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Email



Response No:  
50

Contribution ID: 24939  
Member ID:  
Date Submitted: May 02, 2024, 02:47 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly disagree  
Housing affordability - Strongly agree  
Ageing in place - Strongly disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

Overcrowding... ruining existing character and culture

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly disagree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly disagree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	

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Response No:  
51

Contribution ID: 24937  
Member ID:  
Date Submitted: May 01, 2024, 03:43 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
Impacts on traffic on the roads and car parking availability
- Q4** Are you supportive of the Vision?  
Multi Choice  
Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
I like to vision of more Community connection and less reliance on cars however it's difficult to see how the strategy will achieve this.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
Consideration of traffic on lifestyle if higher density populations are encouraged as we already know Nillumbik residents mostly own cars
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
It's difficult to wade through the 143 pages, a summary could be helpful. Also the maps can't be expanded to really understand where the boarders are without road names.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text
- Q13** Email  
Email

Q14	Gender	Select Box
Q15	Age	Multi Choice55- 64
Q16	Do you _____ in Nillumbik?	Multi ChoiceLive Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?	Long Text
Q18	Suburb	Select BoxEltham
Q19	Are you (please tick all that apply)	Multi Choice
Q20	Living situation	Multi ChoiceOwn my own home (fully owned)
Q21	How did you hear about this consultation?	Multi ChoiceWord of mouth
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Response No:  
52

Contribution ID: 24934

Member ID:

Date Submitted: Apr 30, 2024, 04:43 PM

**Q1 Have you read the Housing Strategy?**

Select Box Yes

**Q2 To what extent do you agree or disagree with the following priority areas?**

Matrix  
Housing diversity and accessibility - Strongly disagree  
Housing affordability - Strongly disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly disagree  
Innovative and sustainable housing design - Disagree

**Q3 Are there any missing priority areas?**

Long Text  
For the love of God, please just leave the Green Wedge alone.. Build out Donnybrook instead, where the land is more fit for purpose with respect to urban sprawl.

**Q4 Are you supportive of the Vision?**

Multi Choice No

**Q5 What do you like or dislike about the vision?**

Long Text  
Reading between the lines, I see this Vision inferring the priority of Nillumbik Shire Council is to maximise the building of ADDITIONAL housing within the Green Wedge as time progresses. This priority largely only serves to provide a 'fluffy' approval from an unsuspecting community to allow Nillumbik Shire Council and its partnering developers to increase and sustain their respective revenue streams over time; while largely disregarding the current / future residents of Nillumbik Shire; be they humans, flora or fauna. Please focus on other strategies to generate revenue besides housing development (and inclusive of strategies other than increasing rates and car parking fines..) I think of the word 'sustainable' as an example.. All the solar-heated water systems being installed on the roofing of recently-built townhomes in Eltham. Absolute waste of time, money, infrastructural resources (just as any local plumber..) BUT it enabled the Council and its partnering developers to proudly boast a proverbial gold star for sustainability on their respective websites.. Tearing up the Green Wedge is not a solution toward helping people be able to afford a home, unless they are the ones involved in tearing it up.. Hope this makes sense.

**Q6 How well do you agree with the following goals?**

Matrix  
Goal 1 - Strongly disagree  
Goal 2 - Agree  
Goal 3 - Neither agree or disagree

**Q7 If you disagree with any of the goals, why?**

Long Text

**Q8 Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?**

Multi Choice I feel informed

**Q9 Please explain why you don't feel informed**

Long Text

**Q10 Is there anything else you would like to give us feedback on?**

Long Text  
As per previous comments, thanks.

**Q11 First Name**

Short Text

Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
53

Contribution ID: 24933  
Member ID: 573  
Date Submitted: Apr 30, 2024, 01:59 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Q5

Long Text

What do you like or dislike about the vision?

It is quite comprehensive and balanced

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

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Response No:  
54

Contribution ID: 24932  
Member ID:  
Date Submitted: Apr 30, 2024, 01:58 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email


Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Hurstbridge
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Community newspaper

Response No:  
55

Contribution ID: 24928  
Member ID:  
Date Submitted: Apr 30, 2024, 07:06 AM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Neither agree or disagree Housing affordability - Neither agree or disagree Ageing in place - Agree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Agree Innovative and sustainable housing design - Agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	
Q5	What do you like or dislike about the vision?
Long Text	
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Agree Goal 2 - Strongly Agree Goal 3 - Strongly Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	
Q10	Is there anything else you would like to give us feedback on?
Long Text	Missing infrastructure such as regular public transport and roads will make any increased accommodation add to the impossibility of moving through nillumbik at peak hour
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

55- 64

Do you \_\_\_\_\_ in Nillumbik?

Live  
Work

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Diamond Creek

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Facebook

Response No:  
56

Contribution ID: 24927

Member ID:

Date Submitted: Apr 29, 2024, 10:51 PM

**Q1 Have you read the Housing Strategy?**

Select Box Yes

**Q2 To what extent do you agree or disagree with the following priority areas?**

Matrix  
Housing diversity and accessibility - Disagree  
Housing affordability - Disagree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly disagree  
Innovative and sustainable housing design - Strongly agree

**Q3 Are there any missing priority areas?**

Long Text  
Adequate infrastructure to support additional residents  
Ensuring our tree canopy is maintained or enhanced

**Q4 Are you supportive of the Vision?**

Multi Choice Yes

**Q5 What do you like or dislike about the vision?**

Long Text  
Love  
Thriving natural environment  
Unique character in harmony with nature based setting  
Dislike  
Medium density housing  
Not sure that increasing the population of the shire through medium density housing results in connecting with one another. I'm already feeling the Eltham shopping precinct is becoming less like a village and more like an impersonal shopping centre with frustrated shoppers and people looking for parks

**Q6 How well do you agree with the following goals?**

Matrix  
Goal 1 - Disagree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

**Q7 If you disagree with any of the goals, why?**

Long Text  
Ageing in place sounds wonderful but how to ensure Eltham residents can downsize here and not be outsold to purchasers moving in from other suburbs

**Q8 Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?**

Multi Choice Somewhat informed but need more information

**Q9 Please explain why you don't feel informed**


Long Text

**Q10 Is there anything else you would like to give us feedback on?**

Long Text  
Please don't build any more medium density housing around the Eltham shopping precinct. It's now full of mostly ugly apartments with tacky attempts at incorporating elthsm character (ie ugly fake stone walls). The gorgeous view of the valley has gone. You broke the Nillumbik spirit when you allowed the first multi level apartment complex. I feel like the ageing in place is an excuse for building medium density that will then be purchased by newbies to the area.  
Our current infrastructure, roads, car parks, supermarkets are struggling with the influx of residents.

Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

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Response No:  
57

Contribution ID: 24926  
Member ID:  
Date Submitted: Apr 29, 2024, 09:16 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Advancing sustainable building practices by reducing onsite building waste is a great move. Modular building practices will save resources but inhibit individual character we love at times. A worthwhile trade?  
We must remain aware of building on flood plains issues and resist the temptation to backfill these natural assets in our waterways.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

There are a great deal of high level proposals involved requiring more detail to affirm a reasoned response.

Q10

Long Text

Is there anything else you would like to give us feedback on?

Looking forward to how we integrate more services to accomodate future growth here in our unique valley.

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook



Response No:  
58

Contribution ID: 24925  
Member ID:  
Date Submitted: Apr 29, 2024, 07:45 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly disagree  
Housing affordability - Strongly disagree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Neither agree or disagree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name


Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

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Response No:  
59

Contribution ID: 24924  
Member ID: 2667  
Date Submitted: Apr 29, 2024, 04:05 PM

Q1 Have you read the Housing Strategy?

Select Box Yes

Q2 To what extent do you agree or disagree with the following priority areas?

Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3 Are there any missing priority areas?

Long Text

Q4 Are you supportive of the Vision?

Multi Choice Yes

Q5 What do you like or dislike about the vision?

Long Text

Q6 How well do you agree with the following goals?

Matrix  
Goal 1 - Agree  
Goal 2 - Agree  
Goal 3 - Agree

Q7 If you disagree with any of the goals, why?

Long Text

Q8 Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Multi Choice I feel informed

Q9 Please explain why you don't feel informed

Long Text

Q10 Is there anything else you would like to give us feedback on?

Long Text  
[REDACTED] I am surprised to see Fairdale Court has been designated as an Incremental Change Area, yet parts of Grove St which are arguably more suited to Incremental change have been designated Minimal Change Areas (I make this comment for the fact that these properties are closer to the Eltham MAC than Fairdale Court, and all blocks are better topographically suited/flatter than Fairdale Court.  
  
Has Council also considered that the Fairdale Court properties on the southern side (backing on to Woodridge Linear Reserve) are classified as Bushfire Prone and what impact this may have on potential development? Per figure 21 on Page 87 I struggle to see how any block in Fairdale Court would be suited to the development of villa units and townhouses - In my mind, it would be appropriate for Fairdale Court to be reclassified as a Minimal Change Area.

Q11 First Name

Short Text [REDACTED]

Q12 Last Name

Short Text [REDACTED]

Q13	Email
Email	
Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
60

Contribution ID: 24889  
Member ID:  
Date Submitted: Apr 27, 2024, 12:01 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Strongly agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

What to do to ensure when trees are removed, that people comply with replacing them.  
How to keep old trees for habitat purposes

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

We need very smart housing diversity while maintaining the tree canopy, and not ending up with more cars on main Rd Eltham and Diamond creek

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	
Q15	Age
Multi Choice	
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham North
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
61

Contribution ID: 24887  
Member ID:  
Date Submitted: Apr 26, 2024, 08:28 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Disagree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Kangaroo Ground
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Community newspaper



Response No:  
62

Contribution ID: 24885

Member ID:

Date Submitted: Apr 26, 2024, 01:40 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Neither agree or disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
Preservation of the local fauna. Council has allowed a zone to be placed over land which is currently in the wildlife corridor, and as more and more houses are built on this zone (in rural Plenty no less!) there will be more roadkill. We [REDACTED] enjoy hosting native animals, but worry about what will happen when the farm (Memorial Drive) is carved up into little lots. Why is there no consideration to the wildlife in any of these strategies?
- Q4** Are you supportive of the Vision?  
Multi Choice No
- Q5** What do you like or dislike about the vision?  
Long Text  
More and more tiny houses is all I can see. Soon we will all be crammed in. Roads cannot cope with the current numbers of people using them - why should our quality of life continue to decline?
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
We had to jump through hoops and submit our external colour scheme to council when building, yet apparently now any old ugly box can be built, including the black house. Rules are inconsistent.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice Not informed
- Q9** Please explain why you don't feel informed  
Long Text  
Maps are very unspecific (roads not marked). Strategy too verbose.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
Dot points would have been more helpful, and a proper map should have been provided so that residents could see exactly where their property fits.
- Q11** First Name  
Short Text [REDACTED]
- Q12** Last Name  
Short Text [REDACTED]

Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Plenty
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
63

Contribution ID: 24884  
Member ID:  
Date Submitted: Apr 26, 2024, 01:35 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Agree
- Q3** Are there any missing priority areas?  
Long Text  
It is really disappointing this plan does not include our rural areas. The want for second dwellings on theses properties would go a long way towards aging in place, inter generational living, rentals being available. This can be done in conjunction with increased tree canopies by way of more gardens and improvements to properties. The rural sections of nillumbik need a voice.
- Q4** Are you supportive of the Vision?  
Multi Choice Yes
- Q5** What do you like or dislike about the vision?  
Long Text See previous comment
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Agree  
Goal 2 - Agree  
Goal 3 - Agree
- Q7** If you disagree with any of the goals, why?  
Long Text
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text yes see previous comment.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text
- Q13** Email  
Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Arthurs Creek
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (fully owned) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
64

Contribution ID: 24875  
Member ID:  
Date Submitted: Apr 25, 2024, 06:40 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Neither agree or disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Neither agree or disagree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Neither agree or disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

The low density areas around Yarrambat seem at odds with growth surrounding

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Neither agree or disagree  
Goal 3 - Disagree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Very poorly presented plan with no exec summary and hard to read maps

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Prefer not to say
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Yarrambat
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
65

Contribution ID: 24872


Member ID:

Date Submitted: Apr 25, 2024, 03:23 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Agree  
Housing affordability - Neither agree or disagree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Agree  
Innovative and sustainable housing design - Disagree
- Q3** Are there any missing priority areas?  
Long Text  
Most suburban housing is not designed to passive & ridiculous money is being wasted on trying to encourage owners to do basic things which is not going to have a large scale effect long term. This money could be better spent.
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
It is too small in its spectrum of concept planning for the future.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Agree  
Goal 3 - Neither agree or disagree
- Q7** If you disagree with any of the goals, why?  
Long Text
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Not informed
- Q9** Please explain why you don't feel informed  
Long Text  
Because it is not broad enough in its ideology.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
The Housing Strategy has not identified or bothered to include all of the GW which is actually the hidden gem that has the potential to discretely accommodate smaller housing (10-14sq's) for individuals or dependent persons passively with no significant infrastructure by tapping into or upgrading existing infrastructure, no further subdivision required & without causing significant impact visually just zoning to be changed is just crazy with the current housing crisis to not be utilized. It would also make it more sustainable for rural landowners to maintain the Greenwedge properties with the cost of living along with huge potential to support the burgeoning tourist industry that drives through Nillumbik to get to the Yarra Valley & thus Nillumbik missing out on Tourist \$'s.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text

Q13	Email	
Email		
Q14	Gender	
Select Box	Female	
Q15	Age	
Multi Choice	55- 64	
Q16	Do you _____ in Nillumbik?	
Multi Choice	Live Work Play	
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?	
Long Text		
Q18	Suburb	
Select Box	Kangaroo Ground	
Q19	Are you (please tick all that apply)	
Multi Choice		
Q20	Living situation	
Multi Choice	Own my own home (fully owned) and have one or more investment properties	
Q21	How did you hear about this consultation?	
Multi Choice	Word of mouth	

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Response No:  
66

Contribution ID: 24870  
Member ID:  
Date Submitted: Apr 25, 2024, 11:06 AM

**Q1** Have you read the Housing Strategy?

Select Box Yes

**Q2** To what extent do you agree or disagree with the following priority areas?

Matrix  
Housing diversity and accessibility - Disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Disagree  
Supporting the townships and our activity centres - Disagree  
Innovative and sustainable housing design - Disagree

**Q3** Are there any missing priority areas?

Long Text

**Q4** Are you supportive of the Vision?

Multi Choice No

**Q5** What do you like or dislike about the vision?

Long Text  
It leaves out a whole section of its population's goals and dreams and hopes for the area. It only meets the needs of the vocal few who let their ideology circumvent true community participation and views which are so often silenced due to their mismatch to the vocal few.

**Q6** How well do you agree with the following goals?

Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Disagree  
Goal 3 - Disagree

**Q7** If you disagree with any of the goals, why?

Long Text  
Logic and fairness in choosing the type of house you'd like to build have been thrown to the wind. The ability to buy and build in Nillumbik is so restrictive and prohibitive that it makes me so sad I can no longer dream of building a home here in the style I prefer. I also cannot understand how the preference for approving sustainability is not tempered by aesthetics. How the "sustainable" house near me can be so ugly, and surely not add to or improve the character of the suburb, but be approved, yet a quality plan with sustainable elements that looks good is not more often seen to be built.

**Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Multi Choice Not informed

**Q9** Please explain why you don't feel informed

Long Text  
I feel like it's a massive document justifying the views you already hold and actions you've already taken. It's not a new strategy, it's stale and unresponsive in any true sense to improve the availability or quality of housing in this area.

**Q10** Is there anything else you would like to give us feedback on?

Long Text  
Why must we insist on multi dwellings, cramped small apartments crammed on a tiny block. This is not the look of the suburbs we love. Where is the generous block and open spaces that founded this area. Why do we insist on locking up available land and letting overseas companies buy up such locked land. How short sighted and resistant to change can the local planning continue to be.

**Q11** First Name

Short Text

■■■

Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
67

Contribution ID: 24869  
Member ID:  
Date Submitted: Apr 25, 2024, 10:45 AM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Agree Housing affordability - Disagree Ageing in place - Agree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Agree Innovative and sustainable housing design - Agree
Q3	Are there any missing priority areas?
Long Text	Environmental character and wildlife support. The green wedge and rural aspects need to remain protected
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Agree Goal 2 - Strongly Agree Goal 3 - Strongly Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	Plain speak on impacted to existing residents. I'm unclear on what to expect even looking at my property report and feel this is deliberately vague to allow for interpretation and inability to challenge
Q10	Is there anything else you would like to give us feedback on?
Long Text	
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Female

Age

45 -54

Do you \_\_\_\_\_ in Nillumbik?

Live  
Work

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Plenty

Are you (please tick all that apply)

Living situation

Own my own home (mortgage)

How did you hear about this consultation?

Facebook

Response No:  
68

Contribution ID: 24867  
Member ID:  
Date Submitted: Apr 25, 2024, 10:08 AM

Q1

Select Box

Have you read the Housing Strategy?

No

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

No

Q5

Long Text

What do you like or dislike about the vision?

It is extremely unaffordable to live in Nillumbik. Unless you managed to get in early it is just getting worse. Partly due to excessive granting of multi-lot subdivisions and greedy developers charging full house prices on tiny lots.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
69

Contribution ID: 24866  
Member ID:  
Date Submitted: Apr 25, 2024, 09:13 AM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Agree  
Nillumbik's unique character and environment - Neither agree or disagree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Ensuring that proper allowance is made for 1ha subdivision on properties less than 8ha in areas to the east of Yam Yean road. This will make land available for housing and more affordable without compromising character.

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Not enough foresight into sensible low scale subdivision to make more land available. On smaller hobby farms this can be done without compromising where we live.

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

Somewhat informed but need more information

Q9

Long Text

Please explain why you don't feel informed

Let's see some modelling on the cost of the proposals.

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Male
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Yarrambat
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Facebook



Response No:  
70

Contribution ID: 24865

Member ID:

Date Submitted: Apr 25, 2024, 09:13 AM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Neither agree or disagree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Disagree
- Q3** Are there any missing priority areas?  
Long Text  
Infrastructure and basic accessible amenities
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
Nillumbik has not improved housing affordability nor has it strategically provided diverse types of housing, in low-to-medium densities in Yarrambat, its current policies do not support people throughout their lifecycles, from younger generations to older residents wishing to age in place.  
It has neglected to prioritise a township plan, so inappropriate development is happening without our consent - that is being dictated by large wallets and vcat escalations.  
I am so sick of all our rate payers money being allocated to eltham!!! We have no park for our children, our sporting facilities are old and failing, we have no shops, we are seriously neglected and I'm so tired of hearing our local representatives are being railroaded by others who have more clout when all we are asking for is some basic level ammenities.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Agree  
Goal 3 - Strongly disagree
- Q7** If you disagree with any of the goals, why?  
Long Text
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Not informed
- Q9** Please explain why you don't feel informed  
Long Text  
Nillumbik is notoriously not good at updating people on progress of many of its projects. I've opted into so many of the Yarrambat Township plan etc. Mailing lists and never had any updates from you at all in regards to its progress or lack of and now I have no face that this will be any different.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
Start being fair and reasonable in terms of how you are allocating your budget one would think A children's playground In Yarrambat that an services thousands of children every day should be prioritised ahead A sculpture to great people as they drive into Eltham!
- Q11** First Name  
Short Text

Q12	Last Name
Short Text	
Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Yarrambat
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
71

Contribution ID: 24864  
Member ID:  
Date Submitted: Apr 25, 2024, 09:07 AM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Neither agree or disagree  
Housing affordability - Neither agree or disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Neither agree or disagree  
Innovative and sustainable housing design - Strongly agree
- Q3** Are there any missing priority areas?  
Long Text  
Biodiversity. Nillumbik is a refuge for many plant & animal species with climate change these refugia will become increasingly important. (As biodiversity markers develop council reserves will become as asset).  
  
Another issue is the interface of community with natural disasters like bushfires- identifying core community values now & integrating them into any town development strategy.
- Q4** Are you supportive of the Vision?  
Multi Choice Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
But I think you need to improve planning overlays. The developments around diamond creek with houses taking up most of the block with dark roofs epitomises poor unsustainable development which is vulnerable to heat stress.  
  
A requirement for vegetation on house block's & maximum house size on a block is required.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Neither agree or disagree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text  
Plenty of state resources for aging population. I'm totally over baby boomers taking all the resources, assets etc.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice Not informed
- Q9** Please explain why you don't feel informed  
Long Text  
Lots of waffle, typical consultant report. Padded out with boring nonsense, so readers disengage. A clean summary should have been provided at the start.
- Q10** Is there anything else you would like to give us feedback on?  
Long Text
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text

Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	35- 44
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
72

Contribution ID: 24863  
Member ID:  
Date Submitted: Apr 25, 2024, 08:50 AM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Agree Housing affordability - Strongly agree Ageing in place - Strongly agree Nillumbik's unique character and environment - Neither agree or disagree Supporting the townships and our activity centres - Agree Innovative and sustainable housing design - Agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Strongly Agree Goal 2 - Agree Goal 3 - Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	
Q10	Is there anything else you would like to give us feedback on?
Long Text	Property over 10 acres should have the right to have a second small self contained flat to accommodate "other" family members without the need for expensive permits & hurdles
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Panton Hill
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
73

Contribution ID: 24862  
Member ID:  
Date Submitted: Apr 25, 2024, 08:46 AM

Q1

Select Box

Have you read the Housing Strategy?

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	
Q15	Age
Multi Choice	55- 64
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Panton Hill
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	Facebook




Response No:  
74

Contribution ID: 24860  
Member ID:  
Date Submitted: Apr 25, 2024, 05:24 AM

Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Agree Housing affordability - Neither agree or disagree Ageing in place - Neither agree or disagree Nillumbik's unique character and environment - Neither agree or disagree Supporting the townships and our activity centres - Strongly agree Innovative and sustainable housing design - Strongly agree
Q3	Are there any missing priority areas?
Long Text	
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Agree Goal 2 - Agree Goal 3 - Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	I feel informed
Q9	Please explain why you don't feel informed
Long Text	
Q10	Is there anything else you would like to give us feedback on?
Long Text	Council should be an enabler of housing stock change and not a road block to change. Less VCAT. Less beholden by minority community groups that seek to return Nillumbik to the mudbrick 60s.
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14

Gender

Select Box

Q15

Age

Multi Choice

55- 64

Q16

Do you \_\_\_\_\_ in Nillumbik?

Multi Choice

Live

Q17

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Long Text

Q18

Suburb

Select Box

Diamond Creek

Q19

Are you (please tick all that apply)

Multi Choice

Q20

Living situation

Multi Choice

Own my own home (fully owned) and have one or more investment properties

Q21

How did you hear about this consultation?

Multi Choice

Facebook

Response No:  
75

Contribution ID: 24858  
Member ID:  
Date Submitted: Apr 24, 2024, 11:02 PM

Q1

Select Box

Have you read the Housing Strategy?

No

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Strongly disagree  
Housing affordability - Strongly disagree  
Ageing in place - Neither agree or disagree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Neither agree or disagree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

The green wedge

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Strongly disagree  
Goal 2 - Strongly Agree  
Goal 3 - Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Keep the Green wedge

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14
Select Box
Q15
Multi Choice
Q16
Multi Choice
Q17
Long Text
Q18
Select Box
Q19
Multi Choice
Q20
Multi Choice
Q21
Multi Choice
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Gender

Male

Age

45 -54

Do you \_\_\_\_\_ in Nillumbik?

Live

If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?

Suburb

Plenty

Are you (please tick all that apply)

Living situation

Own my own home (fully owned)

How did you hear about this consultation?

Word of mouth

Response No:  
76

Contribution ID: 24841


Member ID:

Date Submitted: Apr 23, 2024, 11:24 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Strongly agree  
Housing affordability - Strongly agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree
- Q3** Are there any missing priority areas?  
Long Text  
adequate off street parking. Nillumbik has many areas that are poorly serviced by public transport. Also may areas are far to hilly for easy cycling or walking. At least 2 off street car spaces should be required by all new developments to be approved to reduce traffic congestion caused by cars parking on the street. With increasing uptake of Electric vehicles, there will be increased need for car parking with access to power & shelter - carparking below buildings is ideal.
- Q4** Are you supportive of the Vision?  
Multi Choice Yes
- Q5** What do you like or dislike about the vision?  
Long Text  
I like that it incorporates varied housing types in its plan.  
I don't like the reliance on trees to offset environmental heat. We should be minimising paving areas & leaving grass where possible - aka the eltham town square.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Strongly Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree
- Q7** If you disagree with any of the goals, why?  
Long Text
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice I feel informed
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
Reliance on cars is a reality, especially in a spread out municipality like Nillumbik - getting parked cars off the streets (which improves safety / reduces congestion/ reduces theft risk) by mandating 2 car spaces per new residence would be a significant improvement.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text

Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Play
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	I live in Banyule. Barriers to living in Nillumbik shire are the high cost of housing, high rates, lack of easily accessible public transport, traffic congestion in & out of Eltham (especially in the mornings towards Fitzsimons lane), fire risk. Onerous & time consuming building permit system.
Q18	Suburb
Select Box	Other: Montmorency (off Bolton St)
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	Facebook

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Response No:  
77

Contribution ID: 24837  
Member ID:  
Date Submitted: Apr 23, 2024, 06:47 PM


Q1	Have you read the Housing Strategy?
Select Box	Yes
Q2	To what extent do you agree or disagree with the following priority areas?
Matrix	Housing diversity and accessibility - Agree Housing affordability - Agree Ageing in place - Agree Nillumbik's unique character and environment - Strongly agree Supporting the townships and our activity centres - Agree Innovative and sustainable housing design - Agree
Q3	Are there any missing priority areas?
Long Text	Not that I can think of, but the protection of the environment is always on my mind
Q4	Are you supportive of the Vision?
Multi Choice	Yes
Q5	What do you like or dislike about the vision?
Long Text	
Q6	How well do you agree with the following goals?
Matrix	Goal 1 - Agree Goal 2 - Agree Goal 3 - Agree
Q7	If you disagree with any of the goals, why?
Long Text	
Q8	Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?
Multi Choice	Somewhat informed but need more information
Q9	Please explain why you don't feel informed
Long Text	I feel informed but in the end the devil is in the detail and that will only come when actual plans are presented, e.g. some builder - once again - makes application for far too dense housing, and then the battle begins.
Q10	Is there anything else you would like to give us feedback on?
Long Text	
Q11	First Name
Short Text	
Q12	Last Name
Short Text	
Q13	Email
Email	

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Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	85 +
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Eltham
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned)
Q21	How did you hear about this consultation?
Multi Choice	Email

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Response No:  
78

Contribution ID: 24816  
Member ID:  
Date Submitted: Apr 23, 2024, 11:52 AM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Strongly disagree  
Housing affordability - Strongly disagree  
Ageing in place - Strongly disagree  
Nillumbik's unique character and environment - Strongly disagree  
Supporting the townships and our activity centres - Strongly disagree  
Innovative and sustainable housing design - Strongly disagree
- Q3** Are there any missing priority areas?  
Long Text  
Yes the rest of Nillumbik which was excluded from this plan.
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
Absence of the large parts of Nillumbik which were excluded from the survey and the plan.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Neither agree or disagree  
Goal 2 - Neither agree or disagree  
Goal 3 - Neither agree or disagree
- Q7** If you disagree with any of the goals, why?  
Long Text  
You missed a lot of Nillumbik
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text  
What about the rest of Nillumbik?
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
Yes how can you call it a Nillumbik Housing Strategy when some many areas have been excluded from the outset?
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text
- Q13** Email  
Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	65 - 84
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Yarrambat
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (fully owned) and have one or more investment properties
Q21	How did you hear about this consultation?
Multi Choice	Facebook

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Response No:  
79

Contribution ID: 24813  
Member ID:  
Date Submitted: Apr 22, 2024, 09:56 PM

- Q1** Have you read the Housing Strategy?  
Select Box Yes
- Q2** To what extent do you agree or disagree with the following priority areas?  
Matrix  
Housing diversity and accessibility - Disagree  
Housing affordability - Disagree  
Ageing in place - Disagree  
Nillumbik's unique character and environment - Agree  
Supporting the townships and our activity centres - Disagree  
Innovative and sustainable housing design - Disagree
- Q3** Are there any missing priority areas?  
Long Text  
Accessibility to services such as hospitals. Diamond Creek still has a level crossing. Bushfire risk to ageing residents or with disability.
- Q4** Are you supportive of the Vision?  
Multi Choice  
No
- Q5** What do you like or dislike about the vision?  
Long Text  
I dislike lots of things. We are already struggling with single lane roads in and out of Diamond Creek as well as Yan Yean Rd. Getting in and out of these areas is already a nightmare. The Green wedge should be protected.
- Q6** How well do you agree with the following goals?  
Matrix  
Goal 1 - Disagree  
Goal 2 - Agree  
Goal 3 - Disagree
- Q7** If you disagree with any of the goals, why?  
Long Text  
You have used the ageing population and downsizing before and if that were the case you would build houses that were one levelled to cater for there needs. Also, there should be incentives and rebates for current residents to upgrade or modify their houses to become more energy efficient.
- Q8** Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?  
Multi Choice  
Somewhat informed but need more information
- Q9** Please explain why you don't feel informed  
Long Text
- Q10** Is there anything else you would like to give us feedback on?  
Long Text  
If you are going to use ageing population as a reason to build 2-3 storey housing that really doesn't make much sense. New builds don't suit areas like Hurstbridge. Reason people choose to live here is for the natural surrounds. Don't let developers ruin it.
- Q11** First Name  
Short Text
- Q12** Last Name  
Short Text

Q13	Email
Email	
Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	45 -54
Q16	Do you _____ in Nillumbik?
Multi Choice	Live
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Hurstbridge
Q19	Are you (please tick all that apply)
Multi Choice	
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	

Response No:  
80

Contribution ID: 24812  
Member ID: 2638  
Date Submitted: Apr 22, 2024, 09:00 PM

Q1

Select Box

Have you read the Housing Strategy?

Yes

Q2

Matrix

To what extent do you agree or disagree with the following priority areas?

Housing diversity and accessibility - Agree  
Housing affordability - Agree  
Ageing in place - Strongly agree  
Nillumbik's unique character and environment - Strongly agree  
Supporting the townships and our activity centres - Strongly agree  
Innovative and sustainable housing design - Strongly agree

Q3

Long Text

Are there any missing priority areas?

Q4

Multi Choice

Are you supportive of the Vision?

Yes

Q5

Long Text

What do you like or dislike about the vision?

Q6

Matrix

How well do you agree with the following goals?

Goal 1 - Agree  
Goal 2 - Strongly Agree  
Goal 3 - Strongly Agree

Q7

Long Text

If you disagree with any of the goals, why?

Q8

Multi Choice

Having read the Housing Strategy, do you feel informed about Housing in Nillumbik?

I feel informed

Q9

Long Text

Please explain why you don't feel informed

Q10

Long Text

Is there anything else you would like to give us feedback on?

Q11

Short Text

First Name

Q12

Short Text

Last Name

Q13

Email

Email

Q14	Gender
Select Box	Female
Q15	Age
Multi Choice	25 - 34
Q16	Do you _____ in Nillumbik?
Multi Choice	Live Work
Q17	If you are not a Nillumbik resident are there barriers to you living in Shire? If so what are they?
Long Text	
Q18	Suburb
Select Box	Diamond Creek
Q19	Are you (please tick all that apply)
Multi Choice	<div></div>
Q20	Living situation
Multi Choice	Own my own home (mortgage)
Q21	How did you hear about this consultation?
Multi Choice	

Hello,

I consider that an overarching statement for housing planning should be "To maintain and or improve the majority of current residents quality of life".

It's a simple statement but sometimes these things can be lost in the fog of politics.

If a scenario arose where a decision was to be made in regards to a 20 acre paddock of farmland being developed and the above statement was applied, the development would not go ahead.

I consider that current residents don't need houses or the associated traffic, noise, competition for existing jobs, habitat destruction and the greenhouse gas that every new home produces.

Local councils need to stand up for the people that elected them.

Submission to Nillumbik Shire Council regarding the 2024 Draft Housing Strategy

My personal submission to Council on the Draft Housing Strategy is one based on my own experience, and that of many friends and acquaintances.

The cohort I identify with are baby boomer residents of Eltham and surrounds – empty nesters, retirees, and seniors. Many of us have lived here since the 70's and 80's, arriving as young families. Many of us have supported Nillumbik's cultural development and its environmental beauty. We are the ones who have been active in the establishment and growth of kindergartens, the Living and Learning Centres, Community Health Service, Service Clubs, and community groups of all sorts from the arts to wine making, from friends groups to men sheds. For decades we have been volunteers – supporting schools and sporting clubs, raising funds for local causes and conducting community festivals.

Over 800 of us [REDACTED] which supports our life long learning and social connectedness. Nearly all of us pay rates and nearly all of us wish to continue to live here in our community until we leave this mortal coil. A quote from the Warrandyte Community Retirement Housing Cooperative Ltd. could just as well apply to Eltham: *"The dislocation caused by elderly residents moving out of the locale is undesirable for the whole Warrandyte (or Eltham) community not just the residents themselves"*.

I am sure Council will have acknowledged that a core premise of the DHS ie that 1/3 of the population will be over 55+ by 2041 is factually outdated. ABS statistics state that proportion was reached 3 years ago! So the need for (p.71 3.6.3) "investigating future need for aged care facilities and retirement" is NOT in 2041, but NOW.

My concern is that the DHS is inadequate in terms of Council committing to ACTION NOW. Instead of investigating, advocating and developing etc. what can Council do NOW in order to fulfil the needs of up to 1/3 of its ratepayers? Is this current Council of a mind to prevent my cohort from having to leave the area to find suitable downsizing accommodation? And consequently freeing up larger houses for the next generation. Or as I have heard from some younger generations, does Council subscribe to the comment – "You chose to live in the Green Wedge so there's nothing that can be done to help you!"

Nillumbik Council could be a trend setter by encouraging and supporting the development of appropriate accommodation for downsizers through real actions and incentives.

The Draft Housing Strategy says it will support downsizing but there is no specific mention of HOW this could be done. Yet this is a STRATEGY which by definition should include the ACTIONS to support this large proportion of ratepayers who have a need to downsize from NOW.

Appropriate housing for ageing in place might include the very small houses (despite their size and ownership limitations); townhouses, houses and apartments. But the DHS seems to be looking to grow what it calls the Missing Middle – thereafter explained as 2-5 storey apartments! And they are not designed with Liveable Housing Design Guidelines LGDG in mind.

I believe Council's previous consultations on Healthy Ageing, Neighbourhood Character and Housing documents indicate there is a greater demand for what I call the "In Between Downsizer" (IBD).

[REDACTED] cohort do *not* want to live in an apartment with no garden and stairs. They would rather a smaller (not small) house designed to LHDG (eg no stairs, hand rails etc) and ESD standards (facing north, well insulated etc.) with a small garden.



Submission to Nillumbik Shire Council regarding the 2024 Draft Housing Strategy

The DHS suggests **“By planning our housing around the needs and values of the community, we are able to manage housing demand while celebrating the spirit, values and the connection residents have to the area. “** Can Council do this??

It's a fact that our geography, topography and vegetation makes it harder to find affordable options than in areas beyond Nillumbik where the building costs are cheaper and there is more suitable flat land. Those of us on acreage are unlikely to be able to afford a house on a quarter of an acre in the town, *and* updating it to LHDG and ESD (assuming we are not too old to take on the refurbishment needed)! I believe Council needs to actively make it easier for those needing one, to find an IBD. This fits the DHS objective to . . .

- *“Focus development in the established township and urban areas to take advantage of existing infrastructure and maintain the viability of these areas. .*
- *Facilitate the provision and diversification of housing to meet the projected increase in the number and type of households, while respecting the neighbourhood character, and protecting the natural and cultural heritage values of the locality.*
- *Facilitate medium density housing development that is compatible with the character of the area in identified locations that are close to infrastructure “*

And by “medium density” I am not thinking 2-5 storey developments. I and many others I know, are seeking IBD's – In Between Downsizer accommodation that meets Liveable Housing Design Guidelines, LHDG (eg no stairs, hand rails) and ESD standards (facing north, well insulated etc.) *with* a small garden. It needs 1 BR with living level on the ground level with 1 BR and ensuite/bath room, and additional BR's and bathroom upstairs.

You could find IBD's amongst Building Cooperatives or Housing Associations. The DHS Action 1.1.5 says Council should “support housing associations.” Yes – but how? It seemed from observations that the Brougham Street Co-Housing was actively *discouraged* rather than supported. The priority of “ongoing” for Action 1.1.5 should perhaps to be changed to “Begin now”. And specific ways of supporting them may need to be articulated.

Here are some \ ideas that Council could consider to encourage more housing options for downsizers that are appropriate:

1. Explore planning, tax or other incentives for owners and developers who wish to build IBD's. For instance this might include fast tracking planning approvals, and/or reducing planning application fees. Do planning zones need to be reviewed to encourage more of these per large block of land to make it more economic?
2. Develop dot points for the requirements needed for such incentives – eg north facing, well insulated, 1 BR with living on ground level, perhaps additional BR's and baths upstairs etc.
3. Find ways (maybe by planning zoning or other ways?) to facilitate the possibility for small retirement villages to take place on medium sized blocks of land. The Downsizing in Nillumbik group has identified several possible properties and could provide a list for consideration (not comprehensive at this time – but Council's planners might help here).
4. Support/encourage Building Cooperatives – rather than small groups having to reinvent the wheel - provide templates, processes and guidance to groups such as Warrandyte Cooperative and Brougham Street Cooperative and to help facilitate faster and appropriate planning application approvals.
5. Because there is little “suitable” land in Nillumbik, seek State and Federal funding to develop engineering solutions to assist developments to live “over” 100 year flood levels on properties such as Judge Book Village and the like. Perhaps these could be subsidised and as a template, underpin the social housing developments the DHS says are badly needed.

**Submission to Nillumbik Shire Council regarding the 2024 Draft Housing Strategy**

[REDACTED]

Such actions might work faster and more effectively if Council was prepared to work with a task force of senior officers and representatives across all levels of government, all of whom, at this moment in time, purport to care about housing issues. If they do, surely they can work together to make it happen?

One More Idea:

Understanding that the ACZ and GRZ areas of Eltham will not be sufficient to provide IBD's for the demand, I believe Council should take some responsibility and action to help those living east of the Bible Street "hill" (eg Woodridge and beyond) to create "walkable proximity". This could reduce demand for downsizing from those areas.

For this, in addition to advocating for improved bus services, Council could actively help establish a town-only small circulating bus which frequently winds throughout Eltham residential areas to help transport residents into the Eltham CBD. This might be grant established, crowd-funded, and/or subsidised by a subscription / membership arrangement. Such a bus route would not only provide a very desirable service, but could also contribute to Nillumbik's climate change actions by reducing the number of car trips within the town – they are numerous!. Given the Victorian Government's imperative to lessen housing demand, there could well be state funding availability to assist this idea.

In summary, I urge Council . . .

- To please recognise that the need to support downsizers is both important and urgent.
- To think laterally about ways it can act to do this – don't just muse, consider, advocate – that won't be enough to make a difference.
- Amend the Draft Housing Strategy to be more specific about how it intends to act to support the 1/3 of its ratepayers to help them to remain living in their community of choice!

[REDACTED]

[REDACTED]

SUBMISSION TO DRAFT NILLUMBIK HOUSING STRATEGY 26 May 2024

Senior Planning Officer  
Shire of Nillumbik

Dear

Thank you for your comprehensive Draft Housing Strategy Report. It is very informative. Maybe some of the statistics with respect to the oldest age group are outdated in that the actual numbers now are rather more than those forecast for 2042. A new pandemic is forecast?

It is this urgent need for downsizing by a fast growing cohort that concerns me.. Old people in the Shire have to look beyond Shire boundaries for smaller more manageable properties away from neighbours and friends.

If we consider the needs of the elderly in both physical and emotional terms, then planning guidelines and laws can be adopted to help senior citizens remain at home in smaller houses, stay involved with the townships they have helped develop, and among friends.

Units or small houses close to services and transport hubs should be built with the occupants physical needs in mind. Could planning laws be amended to take into consideration access, wide corridors, larger bathrooms, constant floor levels etc?

Then again, psychological needs are as important, shopping becomes an outing, friends are closer by, and informal visits easily arranged just by proximity to the townships, and accessible public transport.

Some provision for a locally specific need is that of tree canopy, a reason many moved to the Shire. A tension exists here, but stricter and enforced guidelines would mean that existing large trees would survive the ravagers of development. At present so many trees are lost to root damage or even blatant felling of fenced and guarded trees.

Could I advocate for a 'Warrandyte' model where 5 houses have been built on 2 blocks instead of 4, and there is a communal garden? Of course suitable land needs to be earmarked for such projects. Already we are hearing of larger blocks of land that owners would be happy to relinquish if sensitive development enabled them to stay, maintenance and upkeep done by body corporate structures.

Perhaps a requirement that all new developments have the ground floor units built to suit the needs of the elderly when these units are within easy walking distance of town centres.

Yours faithfully

Nillumbik Draft Housing Strategy [REDACTED]

The [REDACTED] welcomes the opportunity to comment on Nillumbik's Draft Housing Strategy. The following submission raises points of concern followed by some brief comments relating to specific pages of the draft.

1

[REDACTED] recognises that this strategy has been developed during a period of increasing awareness and concern regarding a range of housing issues:

- *its affordability,*
- *the need for more housing for the increasing population,*
- *the varying needs of appropriate housing for different stages of life,*
- *the need for more rental and social housing and*
- *how housing types can develop or contribute to social cohesion .*

These housing issues are now common to all countries, they are part of global concerns for the future. Solving them all in a rapidly changing world with the increasing disparities between expectations or aspirations and reality is beyond the control of Local Government. This does not mean they should not be discussed, however, a housing strategy developed in a local government context may not be the place to find achievable outcomes.

2

Trying to address all these issues has led to a cumbersome and almost unreadable document for a high proportion of Nillumbik residents. Because of the length of the document, as well as its detailed information, it is not appropriate or realistic to expect an informed response from a large proportion of the public.

A number of literate and educated people have said they gave up trying to comprehend the document and commented that the time they had available to read the draft was being overestimated by Council. If Council really wants considered public opinion, a second summary document should be developed that contains meaningful information about the parts of the strategy that will have an impact on residents' lives in both the short and long-term as well as the projected implications for the future of Eltham and Nillumbik in general.

Residents following the prompts on Participate Nillumbik are likely to have headed straight to the 'Property Search' section where they will check their address but most likely not read any/enough of the contextual information necessary to make really informed conclusions before answering the survey questions.

The 2001 Nillumbik Housing Strategy was 28 pages and included the interesting fact that there had been no social or public housing increase in the previous 12 years (apparently there were 89 public housing dwellings in 1998).

The 2020 Strategy had increased to 80 pages. Much of that draft has been used/updated to form this current 143 page document.

At this rate of page increase, the next Nillumbik Housing Strategy document will be well over 200 pages.

As a comparison Banyule's Draft housing Strategy 2023 is 78 pages.

██████ is therefore concerned that there will be only a limited response to the survey on Participate Nillumbik, making it statistically insignificant. If this is the case, ██████ submits that further consultation in a form that is easier for Nillumbik residents to digest should be undertaken before the final strategy is approved.,

3

The draft makes the point that the State Government is putting its planning priorities into Nillumbik's Housing Strategy, along with those of other Local Government Areas (LGAs). Statewide planning edicts are always blunt instruments with a 'one size fits all' approach leading to planning outcomes that are often detrimental to LGAs with unique or special characteristics.

For example, in some LGAs the crow flying 800m from the railway station crosses flat land with no obstacles. That same crow in Eltham, flying 800m, will soon come across steep hills & creeks or open drains with no bridges on this 800m route! In Nillumbik the topography should be brought into consideration as a real world impediment.

Residents will expect that Council should strongly advocate to State Government that the real world situation should override the 'one size fits all' edicts.

4

### **Part 5 Residential Development Framework**

██████ notes that most Medium Density Housing typologies can only be developed in areas targeted as Substantial Change and, to a lesser extent, Incremental Change areas where the permitted housing typology is identified as either 'predominant' or 'occasional'.

██████ is concerned that the word 'occasional' is open to interpretation and could be used to justify the introduction of more than 'a few' developments comprising dual occupancy and duplexes into Minimal Change areas.

██████ therefore submits that the housing strategy should either define 'occasional' or give clear examples as to how this word is to be interpreted (including by VCAT) to avoid such areas being filled with more such developments than most residents would think of as being 'occasional'

Using the State Government requirements of Change areas, the majority of Eltham residents will be living in the new planning area of Incremental Change.

This is of concern. The Incremental change area encompasses a pocket of historic and or cultural significance to the ethos of Nillumbik as a special place. Such pockets of dwelling no doubt also exist in Diamond Creek and other township areas designated for Incremental change.

It is these areas that stand as beacons of our heritage and should be either exempt from medium density development (even incremental development) or open only to development of a type that is strictly controlled to ensure that the neighbourhood character of such special places is preserved.

People visit Carlton and other historic areas to enjoy their architecture and historic environment. Other areas are East Melbourne and parts of Ivanhoe to see Walter Burley Griffin's housing. Harcourt Hill is such an area in Eltham. The narrow, winding and unmade roads under the large treed canopy typify the image of Eltham. A plethora of medium density dwellings, including townhouses, would destroy the area. Future generations would not be able to see what makes Eltham now special and different from other suburbs. Nillumbik would not remain a sought after suburb.

██████ submits that areas of significant historic, cultural or environmental values should be included in the Minimal Change areas despite them being 800 metres from the railway station as the crow flies.

Every second street in the Incremental Change area between York St and Dalton St, ie York, John, Franklin and Napoleon, is narrow, with no footpaths. They and any other streets that have narrow road pavements that prevent 2 way passing, and constrained ability for road widening and footpaths should be given additional consideration when implementing medium density development.

██████ submits that the Housing Strategy needs to contain an action to advocate for the exclusion of such areas from Incremental Change or the imposition of specific planning controls to override the generic policy.

5

**Part 6: Goals, objectives and actions** reads well but, with the history of the time taken for Council to be able to advance planning documents through the various bureaucratic processes, there is a certain level of scepticism about the achievability of the goals, objectives and actions.

#### **Goal 1**

██████ notes that one action on page 103 is as follows:

**Action 1.1.1** *Implement the Diamond Creek and Eltham Major Activity Centre Structure Plans by incorporating them into the Nillumbik Planning scheme via a planning scheme amendment.*

This action was proposed for the Eltham Major Activity Centre Structure Plan by the previous Council, as well as this Council, some years ago. Unfortunately there have been extensive delays in implementing this by way of a planning scheme amendment. ██████ hopes that all the proposed actions in this final Housing Strategy can be implemented in a more timely manner.

**Action 1.1.6** *Develop information as part of Council's Planning and Business Concierge and Service to assist the community with information on building a small second dwelling.*

Based on page 59 of the draft strategy, [REDACTED] assumes that this is a reference to the State Government initiative that does not require a planning permit for the construction of a second dwelling of 60 square metres or less, provided that it satisfies all the criteria that apply to this initiative.

If so, [REDACTED] submits that this action may need some further refinement in view of the limitations that apply to this initiative. Also, because such homes are commonly referred to as 'granny flats', in this draft Strategy the term '*Second dwelling*' needs to be defined more clearly to separate it from the common understanding of a granny flat and to ensure that the terminology remains consistent throughout the Strategy.

In particular [REDACTED] is concerned that Council may be placing undue reliance on this initiative as a solution to the housing crisis.

[REDACTED] notes that the second dwelling cannot be subdivided from the primary dwelling. This means that it is unlikely to provide a permanent solution to the need for smaller dwellings. One reason for this may be that the presence of a second dwelling may impact on the sale of the land if the owner wants to sell and potential purchasers have no need for a second dwelling.

It is also highly probable that, as a planning permit is not needed, more tree loss will occur.

[REDACTED] is also concerned that, because no additional car parking is required for a second dwelling, there is the potential to cause additional parking problems in residential streets.

As a small second dwelling' is a new concept, residents will not be aware of such an initiative and its impact and constraints (despite Council's intention to provide such information). Therefore, Council needs to be aware of a potential backlash by ratepayers who feel disadvantaged by this planning change.

The draft strategy states on P58 that

*'Nillumbik has 6,945 developed residential zoned lots that may provide potential for small second homes (unless there is already a second dwelling on the lot)'*

This is a considerable number but the likelihood that most of these will be developed with a second dwelling may be an overestimate owing to the practical constraints set out above and other issues, such as topography.

## **Goal 2**

[REDACTED] submits that achieving the desired outcomes of **Goal 2** will require sufficient and enhanced ongoing compliance activity by Council Officers to ensure that all the Neighbourhood Character objectives are met and parking problems are resolved and that a statement to that effect should be included.



**All of the Goals, Objectives, Actions** and monitoring need funding. Without funding they cannot take place and no information is given to where, how and when funding will be available to actually implement the Goals, Objectives, Actions and monitoring.

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Page referenced brief comments:

Page 24 re Clause 15.01-2L-01 The phrase 'Muted tones' should be amended to Muted earthy tones ('earth tones/colours/palette' is used in the Eltham Gateway Design Guidelines and other policy documents and more clearly understood and less open to misinterpretation by developers) or should include the definition of 'Muted colour palette' that is in the approved Neighbourhood Character Strategy. That Strategy defines 'Muted colour palette' as referring to 'earthen and bush tones, particularly greens, browns, and greys'. This is important to make it clear that Council intends there to be consistency between the two strategies.

Page 51: Re Population projections and required new homes the draft states:

'This means an additional 2,540 new homes will be required (approximately **169.3** new homes per year). Between 2001-02 and 2021-22, there was an average annual increase of around **172.2 dwellings** per annum in Nillumbik (Profile .id, 2021).

This appears to be saying that Nillumbik could build less dwellings p.a. and still be on target.

Page 58: Co housing – A description of this diverse housing typology should be sufficient for a Shire Housing Strategy. The inclusion of an article and/or direct reference to the website of an organisation of individuals dedicated to promoting this type of housing is inappropriate.

Page 71 'Investigate future needs for aged care facilities and implement MAC structure plans to enable diverse housing' needs clarification. What does this mean? Could it include facilitating development for St Vincent's land at the site previously known as the Judge Book Village given that the previous council included that site in the EMAC?

Page 85 EMAC Substantial Change area outcomes should differentiate between the commercial precinct and the residential precinct in relation to height/storey outcomes, i.e. the site at [REDACTED] comprising 5 storeys and the Residential Precinct on the [REDACTED]

Page 99 – Estimating growth capacity states;



‘Having a high theoretical capacity is a positive outcome as it means there is no need to develop every site within a change area to achieve the future housing outcomes. The development of sites will instead be guided by the planning policies and controls (e.g. neighbourhood character and environment overlay requirements)’.

This may be so but [REDACTED] has concerns that applying this strategy as described may only lead to the diminishing of neighbourhood character including tree canopy over a wider area.

**In summary**

This is a huge document: in size, content and importance. The more we [REDACTED] looked into it the more we realised that a submission to do it justice was an equally huge task and one that, although we have given it considerable time and thought, still does not cover all of the issues to the level that we would have desired.

If you would like to further discuss any of the points we have raised or any other issues related to the draft strategy we would be very willing to meet with you.

We hope that our input has been useful and look forward to the next stage of the process and seeing how the strategy has evolved as a result of the community consultation.

[REDACTED]

[REDACTED]

26 May 2024

## **Nillumbik Draft Housing Strategy**

**Submission by** [REDACTED]

27 May 2024

Note I am a member of [REDACTED] but this submission is as individual.

### **General**

I am disappointed that the Draft Housing Strategy has not provided an executive summary that focused on content and issues easier for community members to understand and therefore easier to respond to. As mentioned, a number of times by [REDACTED], the document needs to be restructured so that the technical information is in appendices. Further, if data and trends are presented as infographics then this would allow for showing how they have been used to develop themes and implications and also show the logic relationship to goals and actions. I do not believe the Goals, Objectives and Actions reflect enough of the actions discussed in section 3.6 Priority Areas and Local Government's Role. This is especially so for the important concerns of affordability and diversity of housing types and delivery processes.

### **Page 5 Acronyms**

CRG - Community Reference Group is not listed.

### **Page 8 What does a Housing Strategy do?**

I do not believe the 2 points below have been sufficiently covered in the Strategy's Goals and Actions (covered in more detail below).

- Provide greater housing opportunities by improving housing diversity.
- Provide policy support for affordable housing.

### **Page 16 1.4 What Informs our Strategy**

Analysis of housing needs and drivers are not just the projection of current data and trends. The analysis has not included enough of a qualitative understanding of certain demographics, e.g. which people and why they are leaving or which demographic is not being attracted Nillumbik and why; understanding people's concerns with medium density development, tiny houses, prefabs etc. An understanding of levers and opportunities to address these would be helpful to inform goals and actions.

Similarly presenting an understanding of future trends, needs and preferences would assist to direct actions. Given major societal changes it is important to not just looking back and projecting current data but extrapolate emerging trends (working from home, prioritising social, affordability and environmental concerns, what climate adaptation means for housing, changing values (not needing a car, not wanting large backyard, having more community-based options for housing). Understanding the relationship of built form to health and well-being, social isolation and liveability etc are key to finding options to housing diversity and choice.

This type of analysis requires a more wholistic view of housing and its context; and an examination of how other factors intersect and influence housing delivery and

built form outcomes and housing that builds and sustains community, promotes well being, creates connection and vibrancy.

**Page 25**

Confusingly NSC is used for “Neighbourhood Character Strategy (NSC, 2023a)” Shouldn’t it be NCS? It is used throughout the document and should be listed in Acronyms section.

**Page 62 Council’s influence on housing diversity**

Add to first column of the table

- Provide supportive planning permit assessment and approval processes for community-led housing initiatives.
- Streamline planning approval processes to eliminate costly delays for proposals in line with the goals and objectives of the Housing Strategy.
- Promote and facilitate housing models that address affordability and innovative solutions to addressing gaps in the housing market.
- Provide information support for downsizing, small second dwellings and tiny housing.
- Consider housing requirements for youth, people with disabilities and culturally diverse residents and develop checklists for developers and purchasers to consider.

Last point in table “Ensure medium density housing is appropriately designed and respects neighbourhood character” does not belong here belongs in table on page 72.

**Page 67 Add to first column Table “Council’s influence on housing affordability”**

- Improve planning processes to reduce timeframes and encourage housing diversity including smaller, less costly dwellings
- identifying sites suitable for affordable housing options

**Page 78 Council’s influence on innovative and sustainable housing**

Should not just be at household level but add

- Support multi dwelling and neighbourhood efforts to include shared energy, water and waste minimisation solution.

**Page 79 Vision**

The vision should be specific to housing, aimed at showing the benefits and improvements (that is what it would look like if you successfully implement the Housing Strategy).

I think elements of the sentences below the vision are more reflective of what a vision should include.

Could add a context for the vision

Community engagement is at the heart of our approach, empowering residents to actively shape their neighbourhoods and contribute to the shared vision of a vibrant and cohesive Nillumbik. Above all, we celebrate the unique spirit, values, and deep connections that residents have with our beautiful area.”

A couple of suggestions for Vision:

“In 2040, Nillumbik has improved housing affordability and strategically diverse types of housing, to allow for housing to support people throughout their lifecycles. Nillumbik’s housing demand is managed to support liveability, wellbeing and resilience in a manner that celebrates the spirit, values and the connection residents have to the area. “

or

“In 2040, Nillumbik thrives as a community where housing is both affordable and thoughtfully diverse. Nillumbik’s housing options cater to people at every stage of life, ensuring that residents can find suitable homes regardless of their circumstances. We manage housing demand in a way that enhances liveability, promotes wellbeing, and fosters resilience.”

### **Page 103**

#### **Goals, Objectives and Actions**

The Goals section doesn’t reflect the excellent ideas presented in the Priorities sections and I would suggest each priority area should be individually reflected in a separate Goal and more of the ideas represented in section 3.6 end up as Actions. This includes the advocacy role Nillumbik can play with achieving each of the goals.

### **Page 104 Goal 1 Supporting housing affordability, aging in place and housing diversity**

These 3 themes each deserve their own goals so each is then covered with specific Objectives and Actions.

e.g. Housing affordability add actions from Table on pages 67 reflected as actions council will undertake.

Aging in place Table 71 reflected as actions council will undertake.

Housing Diversity is not reflected in any of the Objectives or Actions so this gives no confidence that anything will be achieved. The information from the table on page 62 (with additions suggested above) need to be included in the Objectives and Actions. The statistical analysis seems to imply diversity is about more medium density housing (thus giving a focus to Activity Centres) where as ideas about tiny houses, prefabs, second dwellings on a lot, resident-led housing etc can occur across a range of areas.

Page 104 “1.1.2 Prepare a local Planning Scheme Policy for affordable housing - including the investigation of community need for aged care and retirement villages.”

Should be a Very High Priority” or at Least “High” not “Medium”

### **Goal 2 Supporting Nillumbik’s unique neighbourhood character and environment**

It seems disproportional to have this as one of 3 goals given it has its own Strategy with actions and how little it appears elsewhere in the document compared to the 3 themes above. Given this section does not look at anything new from a housing perspective, it is unclear why it is listed as a separate Housing Goal. While it is an

important support and complementary Strategy, it is more of a context informing all themes and should be treated as such.

If it gets a separate goal then it is unclear why 3.6.5 Priority area 5: “Supporting the townships and our activity centres” shouldn’t also been treated like this.

I would suggest that enough of the key activities from both of these Priority Area are listed in other goals/action so they do not need to be separate goals.

### **Goal 3 Facilitating innovative and sustainable housing design**

This should not just be about housing design but also consider ESD elements to support neighbourhood and community scale responses.

Given ESD elements (solar panels, water tanks, and efforts at neighbourhood scale energy, water and waste ESD) can potentially be in conflict with neighbourhood character concerns, there is a requirement to give clear guidance to support individuals and communities to be **resilient in responding to climate change** and how this can be balanced with neighbourhood character that increasing will need to be consider its impact on building form, materials, colours (e.g. material requirements for buildings of Bell rating in bushfire prone areas).

Similarly, emphasising accessible and liveable dwellings need to be balanced against prioritising space (many are happy to have Euro laundry, smaller bedrooms, no car) and **affordability and future adaptability**. This should also reflect efforts to **support affordable neighbourhoods** (communal gardens, sheds, libraries, waste minimisation etc).

As **climate adaptation and affordability** are important household and community concerns this section needs to reflect how these will be balanced against a prioritisation of neighbourhood character which narrowly applied make it difficult to achieve these outcomes. Actions in this section should reflect this broader focus and as the housing crisis, responding to climate adaptation become critically important issues the Strategy needs to respond to how to balance design responses against neighbourhood character controls.

#### **Page 106**

“3.1.1 Investigate materials and surface colours that are appropriate within identified neighbourhood character settings while also responding to relevant ESD principles, such as Light Reflectance Value (LRV)”.

This should be expanded to include other elements (not just materials and colours) of ESD supporting climate adaptation, building types, elements and form needed to respond to bushfires, floods, storms, heat waves etc and long term affordability and be a “High” not “Medium” priority.

#### **Page 108 Monitoring progress**

**Indicators** should reflect if the Vision has been / is being achieved not just a tick box of technical activities. The activities are mainly actions already reflected in other processes (e.g. NCS and ACs) and give little confidence of addressing concerns raised in section 3.6 Priority Areas and Local Government’s Role.

Additional indicators need to be added to reflect how actions (as suggested above) are progressing towards improved housing affordability, diversity of housing, supporting people throughout their lifecycles, aging in place.  
For example, from the analysis provided it could be extrapolated

- Approximately ?% of new dwellings in established areas could be smaller housing typologies suitable for smaller households.
- Over the next 20 years the proportion of smaller homes could double to be ?% of all homes in Nillumbik.
- The current mismatch could be reduced from ?% to approximately ?% If achieved, this would meet the housing needs in Nillumbik's established.

**Page 126 Appendix B Community Reference Group**

████████████████████ it is disappointing that its many and diverse ideas were not summarised for this document. A big omission is the ██████████ and ideas on diversity of housing, Theme 5 seems to only focus on house design.

**Nillumbik Draft Housing Strategy**

27 May 2024

**Submission by** [REDACTED]

**General**

We are pleased to see Cohousing listed (on page 58) as an example of a diverse, more affordable and environmentally sustainable housing typology, and housing delivery process. However, we would like to see the Section on Goals, Objectives and Actions include more of the actions discussed in 3.6.1 Priority Area 1: Housing diversity and accessibility as Cohousing and 3.6.2 Priority Area 2: Housing affordability have the potential to take a number of forms (e.g. tiny houses, retrofitting existing neighbourhoods) and delivery processes that can assist to address these important priority areas.

**Page 16 1.4 What Informs our Strategy**

Analysis of housing needs and drivers are not just the projection of current data and trends. The analysis has not included enough of a qualitative understanding of certain demographics, e.g. which people and why they are leaving or which demographic is not being attracted Nillumbik and why; understanding people's concerns with medium density development, tiny houses, prefabs etc. An understanding of levers and opportunities to address these would be helpful to inform goals and actions.

Similarly presenting an understanding of future trends, needs and preferences would assist to direct actions. Given major societal changes it is important to not just looking back and projecting current data but extrapolate emerging trends (working from home, prioritising social, affordability and environmental concerns, what climate adaptation means for housing, changing values (not needing a car, not wanting large backyard, having more community-based options for housing). Understanding the relationship of built form to health and well-being, social isolation and liveability etc are key to finding options to housing diversity and choice.

The many forms that Cohousing can take provide for addressing many of these concerns and desires for a different approach to housing delivery (residents having more control over design, having a smaller environmental footprint by reducing ongoing costs), that reduces housing delivery costs (eliminating developer profits), and promotes neighbourliness and community resilience.

This type of analysis requires a more wholistic view of housing and its context; and an examination of how other factors intersect and influence housing delivery and built form outcomes and housing that builds and sustains community, promotes well being, creates connection and vibrancy.

**Page 62 Council's influence on housing diversity**

Add to first column of the table

- Provide supportive planning permit assessment and approval processes for community-led housing initiatives.

- Streamline planning approval processes to eliminate costly delays for proposals in line with the goals and objectives of the Housing Strategy.
- Promote and facilitate housing models that address affordability and innovative solutions to addressing gaps in the housing market.
- Provide information support for downsizing, small second dwellings and tiny housing.
- Consider housing requirements for youth, people with disabilities and culturally diverse residents and develop checklists for developers and purchasers to consider.

**Page 67 Add to first column Table “Council’s influence on housing affordability”**

- Improve planning processes to reduce timeframes and encourage housing diversity including smaller, less costly dwellings
- identifying sites suitable for affordable and innovative housing options

**Page 78 Council’s influence on innovative and sustainable housing**

Should not just be at household level but add

- Support multi dwelling and neighbourhood efforts to include shared energy, water and waste minimisation solution.

**Page 103**

**Goals, Objectives and Actions**

The Goals section doesn’t reflect the excellent ideas presented in the Priorities sections and We would suggest each priority area should be individually reflected in a separate Goal and more of the ideas represented in section 3.6 end up as Actions. This includes the advocacy role Nillumbik can play with achieving each of the goals.

**Page 104 Goal 1 Supporting housing affordability, aging in place and housing diversity**

These 3 themes each deserve their own goals so each is then covered with specific Objectives and Actions.

e.g. Housing affordability add actions from Table on pages 67 reflected as actions council will undertake.

Aging in place Table 71 reflected as actions council will undertake.

Housing Diversity is not reflected in any of the Objectives or Actions so this gives no confidence that anything will be achieved. The information from the table on page 62 (with additions suggested above) need to be included in the Objectives and Actions. The statistical analysis seems to imply diversity is about more medium density housing (thus giving a focus to Activity Centres) where as ideas about tiny houses, prefabs, second dwellings on a lot, resident-led housing etc can occur across a range of areas.

Page 104 “1.1.2 Prepare a local Planning Scheme Policy for affordable housing - including the investigation of community need for aged care and retirement villages.”

Should be a Very High Priority” or at Least “High” not “Medium”



### **Goal 2 Supporting Nillumbik's unique neighbourhood character and environment**

It seems disproportional to have this as one of 3 goals given it has its own Strategy with actions and how little it appears elsewhere in the document compared to the 3 themes above. Given this section does not look at anything new from a housing perspective, it is unclear why it is listed as a separate Housing Goal. While it is an important support and complementary Strategy, it is more of a context informing all themes and should be treated as such.

### **Goal 3 Facilitating innovative and sustainable housing design**

This should not just be about housing design but also consider ESD elements to support neighbourhood and community scale responses.

Given ESD elements (solar panels, water tanks, and efforts at neighbourhood scale energy, water and waste ESD) can potentially be in conflict with neighbourhood character concerns, there is a requirement to give clear guidance to support individuals and communities to be **resilient in responding to climate change** and how this can be balanced with neighbourhood character that increasing will need to be consider its impact on building form, materials, colours (e.g. material requirements for buildings of Bell rating in bushfire prone areas).

Similarly, emphasising accessible and liveable dwellings need to be balanced against prioritising space (many are happy to have Euro laundry, smaller bedrooms, no car) and **affordability and future adaptability**. This should also reflect efforts to **support affordable neighbourhoods** (communal gardens, sheds, libraries, waste minimisation etc).

As **climate adaptation and affordability** are important household and community concerns this section needs to reflect how these will be balanced against a prioritisation of neighbourhood character which narrowly applied make it difficult to achieve these outcomes. Actions in this section should reflect this broader focus and as the housing crisis, responding to climate adaptation become critically important issues the Strategy needs to respond to how to balance design responses against neighbourhood character controls.

#### **Page 106**

"3.1.1 Investigate materials and surface colours that are appropriate within identified neighbourhood character settings while also responding to relevant ESD principles, such as Light Reflectance Value (LRV)".

This should be expanded to include other elements (not just materials and colours) of ESD supporting climate adaptation, building types, elements and form needed to respond to bushfires, floods, storms, heat waves etc and long term affordability, support community resilience, and be a "High" not "Medium" priority.

#### **Page 108 Monitoring progress**

**Indicators** should reflect if the Vision has been / is being achieved not just a tick box of technical activities. The activities are mainly actions already reflected in other processes (e.g. NCS and ACs) and give little confidence of addressing concerns raised in section 3.6 Priority Areas and Local Government's Role.

Additional indicators need to be added to reflect how actions (as suggested above) are progressing towards improved housing affordability, diversity of housing, supporting people throughout their lifecycles, aging in place.

For example, from the analysis provided it could be extrapolated

- Approximately ?% of new dwellings in established areas could be smaller housing typologies suitable for smaller households.
- Over the next 20 years the proportion of smaller homes could double to be ?% of all homes in Nillumbik.
- The current mismatch could be reduced from ?% to approximately ?% If achieved, this would meet the housing needs in Nillumbik's established.

Cohousing projects could greatly contribute to meeting this emerging need.

[REDACTED]

### Explanatory Note

*This is the text of a talk given by me on Wednesday 22 May 2024, by invitation in my capacity as a local resident, historian, and [REDACTED], to the [REDACTED]. It includes an analysis of the **Draft Nillumbik Housing Strategy** including some exploration of its historical context. I urged those present to read and make timely submissions to Nillumbik Shire Council. This is the basis of my own submission. I will also be lodging a formal submission [REDACTED]*

### Origins

When [REDACTED] wrote an article last year in *CopperLine News* it struck a chord. Where, she asked, do our ageing residents go if the time comes to leave their family home but they still want to live in Nillumbik? [REDACTED] We started exploring solutions to what is self-evidently a shortage of housing for the aged in this Shire, asking how to provide new housing without spoiling the area we love. Federal and State governments, responding to a much broader housing crisis, are looking for broad scale solutions, and these have local ramifications. Right now, Nillumbik Council has a Housing Strategy up for discussion and invites community submissions. The closing date is next Monday (27 May 2024) So I'm grateful for this chance to canvass the issues, to consider how Nillumbik's housing mix has developed and what the future might bring. Housing is the push-button big political and social issue in Australia today. It affects us all. Being Nillumbik, the problems present themselves here in a unique way.

I don't want to frame this as a grievance. We are lucky if we own a house. This is an effort to define a problem and to see what can be done.

### The Talk

I want to step us through the concept of downsizing and what it means to different people in differing circumstances. I'll give a brief overview of the Draft Housing Strategy from the point of view of an outsider to the process. If I misrepresent anything, we have the benefit of the presence of [REDACTED] senior strategic planner with the Nillumbik Shire Council.<sup>1</sup> I urge you in the time between now and 5pm next Monday at least to look at the Draft Strategy and to make a response via the Council's website.

### 'The Housing Crisis', Present and Past

You see the headline a lot. Politicians and journalists have been applying themselves to this topic in recent months. Alan Kohler in a *Quarterly Essay* which he called 'The Great Divide:

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<sup>1</sup> [REDACTED] Senior Strategic Planner, was also present. He and [REDACTED] responded to questions from the audience at the conclusion of the talk.

Australia's Housing Mess and How to Fix It' dates the problem to the start of the current century. Mike Secombe, in a recent *Saturday Paper*, writes provocatively that 'Although there are now no simple solutions, the housing crisis in Australia can be traced back to a handful of catastrophic policy choices made by John Howard and recommended by his friends.'

I don't want to trivialise the current difficulties, but there has always been a housing crisis of some sort in Australia since the start of European settlement. In Victoria there was the huge population influx in the gold rush era (a 330% increase in a decade), ridiculous inflation in the land boom of the 1880s, bankruptcies and ruin in the 1890s, material shortages in the years after both the First and Second World Wars, not to mention the depression of the 1930s, and price surges and record interest rates in the inflationary 1970s. Can I share a story of 100 years ago?

October 1924: *The Age* speaks of the housing shortage and of 'The Melbourne man who is not fortunate enough to own his own house' (always the assumption being that men were the only breadwinners or renters):

'He has to pay out week after week, in rent, sums entirely disproportionate to his salary. He finds a difficulty in obtaining a reasonably long lease, and as soon as his lease expires he is liable to receive notice that the house is to be sold over his head, and that accordingly he must find another house, not as soon as he can, but as soon as he must. And he becomes a suppliant to house agents; he is on the 'house line' as it were, just as he might be on the 'bread line'.

The suggested causes of that crisis 100 years ago were: the diversion of labour from the building trade during the war, the enormously increased cost of materials, and the inevitable centralisation of population—in other words, growth of the city. The article did concede that things were worse in Europe.

In the 1930s, largely through the efforts of the Methodist activist, F. Oswald Barnett, the Victorian Government established a Housing Investigation and Slum Abolition Board which led to the creation of the Housing Commission in 1938 of which Barnett served as foundation vice chairman. The next war intervened before much could be achieved.

Here's *The Sun News Pictorial* in 1944, campaigning about housing.

**'FURTHER EVIDENCE OF HOUSING CRISIS**

**Men Who Fought Denied Homes**

EVIDENCE continues to reach *The Sun* of the deplorable lack of adequate housing facilities for hundreds of Victorian citizens... Visits to rooms where returned soldiers and their families are living in squalor have made it apparent that every day's delay in the provision of reasonable amenities is serious. Pity has been aroused in the past by the thought of children having to play in the streets..'

Examples then follow of children living with their parents in one upstairs room and houses with no electricity, one gas jet, no bath. Running hot water was uncommon in many homes.

In the 1950s, efforts to build large scale Housing Commission suburbs in regions such as Broadmeadows came with huge problems logistically, financially and socially. This pushed the building of high rise Commission flats in areas cleared of what had been deemed slums near the city centre. Interestingly, Barnett had left the Commission in 1948 and opposed high rise. The Commission officially disappeared as such in 1984.

Whenever there is an assumption that previous generations waltzed happily into affordable suburban homes, we remember this wasn't so. My local histories of parts of suburban Melbourne speak repeatedly of the costs and privations suffered by homemakers in successive generations as the suburbs expanded – more often than not, cheaply built houses hot in summer, cold in winter on dirt roads, muddy streets, bungalows in back yards, no sewerage, inadequate or non-existent town water supply, electricity or gas, overcrowded local schools, few local services, poor public transport. Often it was a life time of hard work and savings for there to be any chance of reaching retirement free of housing debt.

### **Territory**

Let me get back to our main topic. Downsizing in Nillumbik. A word first on territory. What is Nillumbik? Clearly the Shire is a compromise, stripped in the 1990s of former enclaves such as Briar Hill and Montmorency and large parts of Eltham North but with one stray tentacle that stretches out to a tiny corridor adjacent to the Ring Road, so that the Civic Centre can be part of Nillumbik. That means BUPA Aged care village on Diamond Creek Road is in Nillumbik Shire and so is Aurrum Aged Care, Plenty, but not Leith Park at St Helena.

### **Demography**

How many older people are there in Nillumbik? The population of the Shire is largely located within what is called the Urban Growth Boundary. There are historical explanations for why that boundary exists and good reasons why it must be respected. The rare and continuing greenness of our part of the Green Wedge is a community boon not just for locals but for Melbourne as a city.

ABS Census 2021 counted nearly 63,000 residents in Nillumbik. With a median age 42, the Shire population is slightly older than the Melbourne average. Responding to the Draft Housing Strategy, our group is calling out a serious error in one important demographic measure: On p.68 it says that: 'By 2041 [i.e. 17 years from now], individuals aged 55 years and above are expected to grow from a quarter to a third of Nillumbik's population.' That is meant to be a wake-up call to future action.

But the 2021 Census, the most up to date, tells us that the percentage of 55-plus was *already* more than 31 per cent, nudging one-third—that's three years ago, not 17 years hence. In other words, the problem is not one for the future, it is one for now,

Already one quarter of Nillumbik's population is over 60. (DHS p. 52)

### Existing Options for Downsizing

Not everyone wants the same thing in their old age. And we're all old enough to know that there's usually a gap between what we want and what we get. Even so, this rising generation of the ageing expects to make choices where it can. Options will depend on (a) physical health and capacity; (b) assets and income; and (c), where possible, personal preference. Each option has its own impact on health and wellbeing and on finances. You know this territory so I will summarise.

- (a) Independent Living as long as possible:
  - a. To stay in place, with help as and when required from extended family, or paid help, with a view to retaining the property.
    - i. This could be assisted by the State Govt green light for 'smaller secondary residences' or granny flats on the property. The person in the granny flat could continue as the freeholder, renting out the main residence: but under these rules, the two dwellings must remain on the one title, cannot be subdivided or sold separately without a planning permit. A small second residence is not allowed everywhere, and still needs a building permit. The maximum size of the second dwelling is mandated at 60 square metres—not tiny, not huge: two bedrooms just possible.
  - b. To move to something more manageable, designed with health or mobility issues in mind. Sub-options:
    - i. Remaining local ... but where? A well-built, well located single level home is hard to find in Nillumbik and correspondingly expensive. I'll come back to that.
    - ii. Remaining near local ; and
    - iii. Complete change: move to be closer to children or to the place of their dreams, or somewhere more appropriate to their needs because nothing suitable is available or affordable in Nillumbik.

- (b) Semi Independent Living in Nillumbik as long as possible:

- a. Retirement villages (upmarket and downmarket) with more or less community focus, activities and security – in accommodation expressly suitable for the ageing. Very limited options in Nillumbik. I think these are they:

#### *Within Nillumbik*

- [REDACTED]: 46 strata title independent living units
- [REDACTED] Main Road ([REDACTED]): 9 units
- [REDACTED] independent homes community:  
Off Diamond Creek Rd near Sunrise Drive, Greensborough
- [REDACTED] Diamond Creek Rd,  
Greensborough: 42 residences

- b. Community living or co-operative developments, as in the Eco Village at [REDACTED] (separate small freeholds in and integrated design) , or what I will call the Warrandyte Co-operative model (small single storey

houses built expressly for the aged) or possibly the recently much-debated developer-led [REDACTED] co-operative project, intergenerational if any of its units are suitable for the ageing resident. Curiously there was a counter-culture version of this nearly a century ago with what was called the artists' colony at Montsalvat.

The third option is:

(c) Supported aged care

- a. Retirement villages or complexes that provide independent living units or apartments, with support available, and which also allow nursing-home support if and when required. There used to be Judge Book Village but now this is St Vincent's aged care without the village unit component.

*Options near but outside Nillumbik Shire*

- [REDACTED] 140 residential units and an 81 room nursing home
- Otherwise: *Templestowe, Doncaster, , Viewbank, Macleod*

- b. Aged-care and nursing homes (upmarket and downmarket) for those who need daily help: own room, communal facilities. There are a few in or near the Shire.

### **The Draft Housing Strategy**

I want to turn to the Draft Housing Strategy. This is the document which you can read online and on which you can make a formal comment or submission, but you must press the SEND button before 5pm next Monday. That's not much time to get your head around a 143 page document.

I will summarise it for you. It starts with a table of contents. At the end an appendix provides a glossary, including jargon, and another spells out the many acronyms – words made up of initials – that populate the document, such as VCAT, PPF, VPPS, LPPS, SLO.

Parts 1 and 2 tell us why we need a local Housing Strategy and what it can and can't do. They explain how local policies are subservient to State policies and laws, which evolve as we speak. We already have two designated Major Activity Centres (central Eltham and central Diamond Creek) which are zones in the Shire where different development rules apply. The document positions itself within the recently adopted Neighbourhood Character Strategy. It points out the government's goal to see 800,000 new homes built in Victoria in the next decade, thankfully not all of them in Nillumbik.

Part 3 might be where you want to focus. It's called 'What Are We Planning For?' I counted the word 'challenge' frequently, along with 'balance' and 'tension' – shorthand for competing needs or desires, often incompatible.

Part 3.2 gives a snapshot of Nillumbik today: its geography (urban land is 1/11<sup>th</sup> of the total shire area); its demography (who we are, by age and life-stage categories as of the 2021 census).

Part 3.3 summarises what our community has previously said about housing needs and aspirations, in the past five years. In 2020 a draft Housing Strategy was abandoned after pushback and a demand for a Neighbourhood Character Strategy first. My impression is that there was reasonable suspicion that the 2020 Strategy was a mechanism for weakening local planning protections. In 2021–22 under a new Council a Municipal Planning Strategy in three stages included a community engagement program with surveys. Then came the Neighbourhood Character Strategy 2023 which also invited community feedback and got a small amount. A representative but anonymised community reference group was appointed by Council last year to help devise the Draft Housing Strategy, the document we are now being asked to consider.

Five themes are identified in the Strategy. They are Affordability; Ageing in Place which includes Housing Diversity; Protection of the Environment; Supporting the Townships, which means the small centres outside the Urban Growth Boundary; and Innovative and Sustainable House Design.

Part 3.4 summarises the challenges to the aspirations. Bushfire risk is one. This issue last loomed large in 2009. It has ebbed since. It will re-emerge next time a major bushfire threatens. The prospect of an increased population in urban areas which could find itself subject to evacuation orders in an emergency is not directly mentioned as a challenge in the Strategy, although the tension between protecting our valued tree canopy and living in a high bushfire risk area is identified.

There is discussion of topography, crucial here: Nillumbik is not flat except where flood-prone. Residents who wish to age in place without steps or stairs, perhaps in easy walking distance to transport and facilities, find that their options in this Shire are already limited.

The Draft Strategy explains that little Council-owned land is suitable for new housing. We all remember the thoroughly justified outcry a few years ago when the previous Council proposed selling patches of public open space—areas originally left as public open space as a condition for subdivision of rural acres for housing.

Part 3.5 talks about demographic trends nationally, within Victoria and locally. About 3500 new dwellings were built in Nillumbik in the 20 years to 2022, and the planners expect a similar number in the next 15 years; they project that our population will grow to over 67,000. Here you will find useful tables of population groups and projections to 2041, with the encouraging line, ‘the population is expected to continue ageing’. Do you hate being categorised? Older Workers and Pre-Retirees; Empty Nesters and Retirees (ages 60-69); Seniors (70-84) and Elderly (85 and over). I should emphasise, as does the strategy, that the predominant household type in Nillumbik is couples with children. Even so, average number per household has declined in the past decades..

We next look at dwelling types in Nillumbik: 93.5 per cent are classified as separate dwellings compared with 77 per cent in Banyule and about 67 per cent in Greater Melbourne generally.



Part 3.6.3, in two pages, is the specific discussion of Priority Area 3, 'Ageing in Place'. It lists problems and summarises a document issued by the Australian Housing and Urban Research Institute back in 2020 with useful commentary on downsizing.

The word 'downsizing' appears 22 times in the Nillumbik Housing Strategy, so we can't complain that the issue is overlooked. The problem is named, but the specific, local solutions are few apart from advocating for greater housing diversity. It says:

**'Downsizing is also an issue within Nillumbik, particularly given our current surplus of single detached dwellings in the Shire, where 45 per cent of residents aged 65+ in Nillumbik live in dwellings with four or more bedrooms. With an aging population, incentivising existing households to 'downsize' is important.'**

Foreshadowed is a local Seniors Housing Forum in August with advice and information. There are encouraging words about 'intergenerational living'. I should note that some government policies are in place that offer financial incentives for older Australians to downsize. But they don't tell them where to go if they want to downsize in Nillumbik.

Part 4 of the document is a one-page Draft Housing Vision for Nillumbik, a nod to environment, history, neighbourhood character: aspirations for affordability, diversity, liveability, sustainability, connectedness.

Parts 5 and 6: Release the jargon! Happily, policy is translated to maps and zones. A Neighbourhood Character Map (p.81) defines areas within the Urban Growth Boundary as either Urban Canopy, Garden Residential, Bush Residential or Rural Residential. The defined areas include North Warrandyte, Research, Diamond Creek, small parts at Wattle Glen, St Andrews and Panton Hill, Hurstbridge, Plenty, Yarrambat, the Nillumbik parts of Greensborough, as well as Eltham and Eltham North.

Displayed at this point is a range of overlays affecting building and housing policies in any given area. There are Significant Vegetation, Bushfire Management and Flooding Overlays, all of which carry their own controls: indeed by my reading the notional smaller secondary dwellings on existing properties would generally not be allowed there.

Part 5.2 is about balance in Housing Change Areas : I quote, 'the capacity of land to uptake medium density dwellings, particularly in and to a lesser degree, surrounding the MACs and Neighbourhood Activity Centres (with walkable access to train service).' To uptake, indeed! MAC means Major Activity Centres.

We are introduced to three zoning areas: those with scope for Substantial Change, those for Incremental Change, those for Minimal Change. There are explanations of what might be supported in each of those areas. Even in areas subject to Substantial Change, the Draft Policy does not envisage buildings higher than 'Low Rise Apartments', defined as from 3 to 5 storeys in height. We're not talking Box Hill or Doncaster towers. Specifically, in the Draft's words, **'medium rise and high-density apartments are not considered appropriate in Nillumbik given the planning settings expressed throughout the strategy.'**

These Substantial Change Areas are those already designated as the Eltham and the Diamond Creek Major Activity Centres, generally speaking within 800 metres of the station. It points out why Nillumbik differs from other municipalities as a transition from urban to rural and because of unique considerations (canopy, bushfire, topography). The vision is that housing next to these activity centres would change incrementally.

Part 5.3 estimates the 'Growth Capacity in the Shire'

Part 6: Sets out Goals, Objectives, Actions, with a rider about what the Council can feasibly do, with (I quote): 'a commitment to advocating on behalf of our community where direct facilitation is not possible.'). **Goal 1 is 'Supporting housing affordability, ageing in place and housing diversity'**. Supporting older people to age in place includes (as a medium priority) to 'Prepare a local Planning Scheme Policy for affordable housing - including the investigation of community need for aged care and retirement villages'. And as an immediate priority, 'Facilitate the Seniors Housing Forum to provide information about downsizing, accessing services, finances etc.' **Goal 2 is 'Supporting Nillumbik's unique neighbourhood character and environment', and Goal 3 is 'Facilitating innovative and sustainable housing design'**.

Then follow the appendixes and the maps and references.

### Absence of History

So that's the Draft Housing Strategy. It ranges intelligently over a lot of the issues, but where do we go from there? Where are the real solutions to ageing in place and downsizing in Nillumbik? I wouldn't want to make the Strategy document bigger, [REDACTED] I regret that there was no historical overview of the way housing developed in Nillumbik Shire. In my view, history and geography explain a great deal and should always inform our thinking about planning. History and geography explain why Eltham and beyond, which are closer to central Melbourne than many suburbs, did not become suburbanised earlier. In a nutshell, Eltham was hard to get to: a picnic destination. It was not linked to Melbourne by rail until 1902, Diamond Creek and Hurstbridge not till 1912, and then (as now) by a circuitous route. Otherwise Eltham was tedious to access by road until after the Fitzsimons Road bridge was built in 1961 and the road through Lower Plenty to Eltham was duplicated in stages late in that decade.

There are historical oddities about the development of Eltham and why it became the town gateway to this region. You should know that what is still the land parish of Nillumbik was first named and surveyed for sale as agricultural land in the early 1840s, before separation of Victoria from New South Wales, when Charles La Trobe was lieutenant governor. Not much of Nillumbik was actually sold as Crown Land at the time. But the surveyors provided for a village area near where the Diamond Creek meets the Yarra, and this was given the name 'Eltham'. There was no actual township then, but the bones of that township, if you like, remain visible on current maps and the land today in the Eltham High School precinct, on streets such as Porter, Baxter and Ely Street and what is now called Withers Way.

What then happened is that an entrepreneurial shoemaker, recently arrived in Melbourne, Josiah Holloway, bought what in the old measures was called a square mile, 640 acres, in

two tranches, immediately abutting this proposed square mile Village Reserve. This he bought for one pound an acre and called it Little Eltham and divided it—at least on paper—into 300 allotments. His land was on both sides of the Diamond Creek and it extended from Dalton Street—opposite what is now Eltham Primary—one mile north to beyond Grove Street, and from Bolton Street one mile eastwards to beyond Bible Street, which he named after his wife whose maiden name was Bible. Holloway was in luck (at least for a time), because he bought and theoretically subdivided this land just before gold was discovered in Victoria and sold it after. Property prices rose, and Eltham found itself on one of the meandering roads to gold fields and was even on an early route from Melbourne to Gippsland. A service town of sorts developed here, with a scattering of houses, in Holloway's Little Eltham.

Every Eltham suburban subdivision later tagged onto this, a process that could be said to have begun when the rail came through and came to its conclusion in the 1970s and 80s after the building of the Fitzsimons Road bridge, the duplication of the road from Macleod to Eltham gateway, and the opening of the Eastern Freeway.

I should mention the much smaller government township that was surveyed at what became called Diamond Creek in 1867. (It's earliest street names celebrate the royal visit to Victoria of Prince Alfred, Duke of Edinburgh.) To the small extent that Diamond Creek, Wattle Glen and Hurstbridge saw suburban style development, this came on the heels of the extension of the Eltham line in 1912.

### **Concerns about Substantial Change Areas**

I wanted to outline this history because the whole configuration of street positioning and block sizes in what is now deemed the Major Activity Centre of Eltham derives from Holloway's 1851 subdivision. He had wide streets such as Bridge, Pitt and Brougham and narrow streets parallel between them such as York, John and Franklin: similar to the principle of CBD layout of Collins and Little Collins, Bourke and Little Bourke. Blocks fronting the creek ran east-west, and sensibly were larger. Elsewhere his blocks were all half acres, which in this case mostly meant 66 foot frontages by 330 foot depth, north-south, each block extending from a wider street right through to a narrow one behind. Subsequent cutting of most blocks in half meant that each became about a quarter acre: later footpaths and street making meant that many of these blocks are now less than 900 square metres. But they are almost all within the footprint of the Major Activity Centre, and much of that area is designated as suitable for Substantial Change.

In the context of concerns about downsizing and ageing in place, it is worrying that many existing small houses within that area, that are or could be made suitable for ageing residents, will be prime candidates for demolition, sites consolidated into larger blocks that could then be developed into two, three or even five storey apartments, which unless specifically designed would be unsuitable for ageing in place. The Strategy becomes a very blunt instrument and might actually reduce the options for downsizing.

Zones might simplify planning decisions, but they also risk bad decisions in particular cases.

### Units and Strata Housing in Nillumbik

In all the information in the Housing Strategy, we don't have data on how many single storey units or smaller houses there are that are, or could be made, suitable for independent ageing on smaller blocks.

Back in 2001 a Housing Strategy was adopted by the then Nillumbik Council—based on figures from the 1996 Census. It identified limited housing choice for smaller households and those on low incomes. It correctly predicted an increase in the percentage of older residents and smaller households. It specifically spoke of the 'older residents, particularly the frail aged and/or single aged, [for whom] smaller, supported accommodation will be needed'. The strategy prepared the way for an increase in medium density housing in central areas of Eltham.

The resulting units and townhouses have largely been confined to areas on or close to Main Road between Bolton Street and Research, and in parts of the Holloway square mile, with a few exceptions. Relatively easy access to shops, services or public transport often has the disadvantage of being close to or on top of busy, noisy and often polluting roads, so not exactly the Nillumbik lifestyle that many yearn for.

Even single level units are often less-than-ideal for the aged and those with disabilities. Many such residences require stairs from garage or drop-off points to the main living area. The trend in the last decade has been for townhouse developments of two or three levels. Developers increasingly look to maximise returns by squeezing as many units as possible onto limited block sizes. Example, the quarter acre on [REDACTED] This by my count [REDACTED] onto this block, each of them two storeys high, no garden. Suitable for singles or agile retirees. The market seemingly drives this. If this same piece of land had been developed for small single storey units it might have accommodated three. An option might have been 2 x two storey units (so 4 residences) with the two downstairs units designed to be self-contained and suitable for the aged.

So there is a problem with new rules around the designated Activity Centre with its radius of 800 metres from the railway station. If 3 storey-plus buildings are become the norm in this area, the options for the aged who, according to the surveys and strategies, want single level living close to facilities, services and transport, and at least a patch of garden, will actually diminish.

### The Warrandyte Model

I should say a word about what I've referred to what I've called the Warrandyte model. It is best articulated on the website of the Warrandyte Community Association. Here is a little of what it says:

'The dislocation caused by elderly residents moving out of the locale is undesirable

for the whole Warrandyte community not just the residents themselves. The Warrandyte Community Retirement Housing Cooperative Ltd., a non-trading cooperative with shares, was formed from this working group by a number of concerned local volunteers.'

'The Co-op acknowledges that elderly Warrandyte residents are uncommonly disadvantaged due to the extremely low availability of housing specifically suited to the needs of the elderly within the locality.'

'The Co-op aims to assist the welfare of the elderly in the Warrandyte community through the provision of retirement housing options. This is done on a not-for profit, community managed and community subsidised basis on the premise that a community has a responsibility to look after the needs of its elderly citizens.'

Two developments resulted, termed micro-retirement villages: Creekside and Riverside. It's fair to say these two admirable community-led developments took several years of planning and construction and they make a small difference to the numbers. Still, it is a great model.

### **Solutions?**

What solutions can we offer? There is an implicit passivity in the Draft Housing Strategy when it comes to Ageing in Place and Downsizing. The Strategy sets the parameters, and developers will work around that to ensure profits. I would like to see something more, as the jargon would put it, pro-active: a task force if you like, a section within Council, which—for example—would actively encourage the inclusion of residences suitable for the aged within any new development. The Draft sets out what the Council can and can't do, but every Council has some capacity to set down its wishes, to guide development. Can we explore whether there can be any planning or tax incentives to benefit developments that deal properly with diversity and ageing? Can the Council work with our local members of parliament at all levels of government to help us find medium size sites that would suit the sort of housing I have been talking about? Local co-operatives, especially not-for-profit ones, could be encouraged along the lines of the Warrandyte one, if there was centralised guidance to the planning and legalities of such schemes, rather than small groups having to invent the wheel for themselves. Let's get a good development up and running locally, now, not in 2041 when I won't be much use.

Could we not have a systematic survey of all the existing residences in the Holloway Little Eltham precinct to identify those that could be ideal or made ideal for downsizers, integrating them perhaps with new developments so that views or sunshine or amenity or the ambience of unpretentious old Eltham are not obliterated?

What can be done to replace the loss of those independent living units that used to be part of the Judge Book Village? It's ironic, isn't it, that Eltham in the 1950s was the perfect location of a charitable initiative by the Methodist City Mission to build housing on 10 acres of land across the road from shops and the station, not primarily for downsizers with assets but for the needy aged. A £50,000 appeal was launched which attracted an £18,000 grant from the Federal Government: the State Governor actively supported the appeal and opened the homes: by January 1957 residents were living there (Mrs S. Leitch wrote to the

paper sharing her tips for killing scale on daphne (Paint the underside of the leaves with thin boiled starch). And 42 more flats were built in the 1960s. Damage in the great flood, or great downpour and drainage failure, of Christmas Day 2011 seems to have demonstrated that this was not an ideal location for such residences, but I do wonder whether imaginative engineering and architecture couldn't come up with a solution for a new retirement village that could deal with the problems associated with this prime, central site.

### Conclusion

██████████ if you or those you know have faced challenges in finding suitable housing for retirement in the Shire, perhaps you could share your story on the submission response before the end of Monday. Perhaps you have innovative suggestions beyond the ones I have been venturing. Don't be afraid of being accused of being a Nimby. Nimbys, like Bilbys, might be an endangered species. Not-in-my-back-yarders are the people who know their back yards, and their neighbours, and the streets around where they live, better than any outsider. They saved the Community Reserves. They know where the sun shines, where the wind blows, where the birds nest, where the rabbits are out of control, where the storm water surges. They are not always motivated by profit. Somehow this local knowledge has to continue to find its place whenever changes are being considered.

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IMAGE SOURCE: STATE LIBRARY OF VICTORIA

MAP [Plan of Little Eltham South, adjoining the government township of Eltham \[cartographic material\]](#).

Melbourne : T. Hentschel [185-?]



**SUBMISSION RE DRAFT NILLUMBIK HOUSING STRATEGY 2024**

**1. Ageing in Place a Priority – Problems Identified, Actions Missing**

The Draft Nillumbik Housing Strategy identifies 'Ageing in Place and Housing Diversity' as an important theme, along with Affordability; Protection of the Environment; Supporting the Townships; and Innovative and Sustainable House Design.

Specifically, the Draft Strategy states and reiterates support for the principle of downsizing— but there is no specific mention of HOW this could be done. Yet this is a STRATEGY which by definition should include the ACTIONS to support a large proportion of ratepayers who have a need to downsize NOW.

The only immediate Action listed for 'Ageing in Place' is for a local Seniors Housing Forum in August to offer general advice and information. This Forum includes speakers explaining government policies that offer financial incentives for older Australians to downsize. But where is the increasingly needed accommodation for downsizing within Nillumbik?

The only other proposed Action ('Medium Priority') is to: 'Prepare a local Planning Scheme Policy for affordable housing - including the investigation of community need for aged care and retirement villages.' 'Medium Priority' is defined on p.108 as 3–4 years. The time to investigate community need for additional aged care and retirement villages is NOW, not medium term. Our submission is that this investigation should be broadly based, looking at ALL local aspirations and options for Ageing in Place in this Shire.

## 2. References to Downsizing and Ageing in Place in the Strategy

p.9	Demography: acknowledgment that the Shire population is ageing on average, and this is projected to continue.
p.29	Sentiments heard from the community in past surveys: <ul style="list-style-type: none"> <li>• There is a demand for downsizing.</li> <li>• Many older people want to live in their own home rather than in aged care.</li> <li>• Affordability of housing and accessibility are priorities.</li> <li>• Nillumbik's older people prefer smaller homes to multi storey dwellings.</li> <li>• Council should take planning initiatives rather than let developers dictate.</li> <li>• Topography of area results in an over-reliance on cars.</li> </ul>
p.30	<ul style="list-style-type: none"> <li>• Units or tiny houses would help some wishing to downsize or age in place.</li> <li>• Community housing options would help the aged.</li> <li>• More housing diversity in rural areas would help ageing in place.</li> <li>• Medium density housing should make provision for the aged: elevators where appropriate, ground floor flats.</li> <li>• Lack of options for downsizing pushes older residents to leave the area.</li> <li>• Proximity to public transport is important in assisting those unable or unwilling to drive cars.</li> <li>• Adaptable housing means accommodation that can be easily modified for ageing residents.</li> <li>• Downsizing eases the burden of maintaining a large property.</li> </ul>
p.56	Downsizing is noted in the Strategy as needed in Nillumbik: 45 per cent of those residents who are aged 65+ live in houses with 4 or more bedrooms demonstrating a need to incentivise such households to downsize and open existing accommodation to incoming or growing families.
p.59	A local 'Seniors Housing Forum' is planned for 28 August 2024.
p.68	<ul style="list-style-type: none"> <li>• Ageing in Place is identified as 'Priority Area 3' in the Strategy</li> <li>• Council has an 'Ageing Well in Nillumbik Action Plan 2019–2022' which identifies Housing as one of its seven priorities, noting the demand for diverse housing options for the ageing without obliging them to leave the Shire.</li> </ul>
p.69	Downsizing: a one page summary of issues, from Australian Housing and Urban Research Institute: 'Effective Downsizing Options for Older Australians'.
p.104	Goals: Supporting Housing Affordability, Ageing in Place and Housing Diversity: <ul style="list-style-type: none"> <li>• Objective 1.1.2: 'Prepare a local Planning Scheme Policy for affordable housing - including the investigation of community need for aged care and retirement villages. (Medium Priority) '</li> <li>• Objective 1.7: "Support older people to age in place". (<i>No further details</i>)</li> </ul>
p.108	Monitoring Progress: measures of goals and objectives achieved (for Downsizing, these are): <ul style="list-style-type: none"> <li>• achieving the Seniors Housing Forum; and</li> <li>• completing website information update on small second dwellings, downsizing and respecting neighbourhood character.</li> </ul>



### 3. Error in Demographic Statistics Needs Correction

There are more Nillumbik residents aged 55+ than the Draft Strategy suggests.

On p.68, the Draft Heritage Strategy says that: 'By 2041 [i.e. 17 years from now], individuals aged 55 years and above are expected to grow from a quarter to a third of Nillumbik's population.' That is meant to be a wake-up call to future action. But the 2021 Census, the most up to date, tells us that the percentage of 55+ was 31.3, *already* nudging one-third.\* That was three years ago, not 17 years hence. An even greater proportion of Nillumbik ratepayers currently are aged 55+. They will be looking to Council to take some actions! In other words, the problem is not one for the future, it is one for now.

\* Source: id community demographic resources: <https://atlas.id.com.au/nillumbik>. The 2016 Census percentage of 55+ for Nillumbik was 27.6%. 'Rural North West' in Nillumbik recorded 45.1 % as 55+. Only North Warrandyte had a percentage of 55+ that was less than 30%.

### 4. Why We Need to Retain Downsizing Residents in Nillumbik

Strong anecdotal evidence suggests that too many of our older residents have been unable to find acceptable accommodation within Nillumbik when thinking of selling their family homes to downsize, or are moving out of our Shire after selling. Nillumbik Shire and the former Shire of Eltham has an enviable history of:

- Supporting environmental sustainability – Friends groups, actions supporting the green wedge, Save Community Reserves, Eltham Gateway etc.
- Cultural development – those seeking to downsize now include many whose community actions established such institutions as the Living & Learning Centre, the Community Health Centre (Healthability), the 800+ member strong Nillumbik U3A, Historical Societies, Men's Sheds, and so many more.
- The same cohort has been responsible for major fundraising efforts in recent decades – e.g. the Eltham Rural Group (former Community Group of the Year), Rotary Clubs, (including Eltham, saving Council millions of dollars through organising the Eltham Festival which, in itself, is a community-building activity), the CFA around the Shire, and similar community bodies.
- Notably, Nillumbik Shire has benefited from higher rates of volunteer work by community members compared with greater Melbourne.\*

This cohort of volunteers should not have to leave the community they have built in order to find suitable downsizing options. Such departures involve not only the loss of friends, community support and familiar services and facilities, but also a huge loss for the Shire community. Far better to enable these older residents to downsize in Nillumbik where they can support and encourage the next generation of active community citizens. This also frees larger family homes for the younger generation without losing the older citizens.

\* Source: id community demographic resources: <https://profile.id.com.au/nillumbik/volunteering/> The 2021 Census showed 16.9% of Nillumbik residents identified as undertaking volunteer work compared with 12.1% for Melbourne as a whole.

## 5. Suggested Solutions

The Strategy needs to make an immediate priority to gather data on this issue and look for solutions, especially in the short term, rather than leave it to unfunded community groups such as [REDACTED] to agitate for more action. Council can, and should, be pro-active, in conjunction with our State and Federal representatives and with some local older residents with specific local knowledge—especially because State and Federal Governments are both now heavily committed to changes in housing policy. We need to ensure that the specific qualities and needs of Nillumbik are front and centre of new developments.

Ideas for such a task force could include:

1. Making an immediate priority to investigate the community's CURRENT need for accommodation for the ageing and prospective downsizers, including but not simply aged care accommodation and retirement villages in Nillumbik.
2. Surveying, in greater detail than shown in the Housing Strategy and 2021 Census data, the mix of housing in Nillumbik today, identifying as far as possible the quantity and quality of housing currently suitable or adaptable for the ageing and those with mobility difficulties—with consideration of such issues as northern light, accessibility to gardens and the classic Nillumbik atmosphere of trees and open space.
3. Facilitating the possibility of creating small retirement villages (as on the Warrandyte Co-operative model)\* to be established on medium sized blocks of land. [REDACTED] has identified several possible properties. Council's planners might help.
4. Exploring planning, tax or other incentives for developments that prioritise the needs of ageing residents or those with particular access requirements. This might include fast tracking planning approvals, liaison or consultation with neighbours at the planning stage to avoid future objections and litigation, or reduced planning fees.
5. Initiating upfront discussions with all property developers who plan residential buildings, especially in the Major Activity Zones, to encourage or ensure that these projects contain a proportion of residences suitable for the elderly or downsizers.
6. Supporting, encouraging and giving practical guidance to local building co-operatives – rather than leaving it to small groups to reinvent the wheel: provide templates, processes and guidance to groups along the lines of the Warrandyte Co-operative and the Brougham Street Co-operative, facilitating faster and appropriate planning application approvals.
7. Because there is little apparently 'suitable' land in Nillumbik for larger scale retirement villages, seeking State and Federal funding to develop engineering solutions to assist developments on land that is affected by the Urban Floodway Zone or Land Subject to Inundation overlay such as the former Judge Book Village, now St Vincent's Aged Care.
8. Establishing an on-call, or by appointment, small community bus service to help elderly Nillumbik residents—including those in rural areas—to get timely access to shops, services and public transport and return to their homes.

\* SOURCE: Warrandyte Community Association website: <https://www.warrandyte.org.au/> and <https://www.warrandyte.org.au/co-op/>

## 6. A Better Understanding of Nillumbik's Existing Housing Stock

Two significant gaps in the Draft Housing Strategy are an overview of the housing stock in Nillumbik, and an historical understanding of how Nillumbik's housing has been developed. Such analysis would give a more nuanced understanding of why, for example, the assumptions behind nominated Substantial Change and some Incremental Change areas would not always be readily justified in practice.

For example, within the footprint of the Substantial Change area of Eltham (Map 10), there remain many single level homes, most on small blocks in Cecil, Bible, Luck, Henry and Taylor Streets, which are or could be suitable for ageing residents. For the character of Eltham, these could be better placed in the Incremental Change area, not doomed to demolition.

Many of the narrow, steep streets in the Incremental Change areas theoretically close to the Eltham Station, for example Stanhope Street, Peter Street, Kerrie Crescent, are not readily suitable for higher density housing. Incremental Change could not take place without major road reconstruction which would be contrary to the principles of respecting the Nillumbik environment. Considerations such as one-lane roadways and tree canopy are mentioned in the Draft Heritage Strategy, but examples such as these suggest that a more specific zoning would assist in planning. Similarly, several smaller residential streets in the older parts of inner Eltham such as York, John, Franklin and Napoleon Street are just half a chain (=33 feet or just 10 metres) wide – as explained by an understanding of the history of this precinct.

What might be suitable for Substantial Change or Incremental Change in one street may not be applicable even to a street immediately behind it or adjoining. [REDACTED] notes that the section headed 'Additional considerations for rezoning GRZ areas to NRZ' on p.135 of the housing strategy refers to narrow road pavements that prevent two-way passing and constrained ability for road widening and footpaths, and hopes that this can form the basis for moving some streets into a different change area, as submitted above.

An overview of how the Shire's housing mix developed – the sequence of subdivisions, block sizes and housing styles – should be the underpinning of plans for future development.

[REDACTED]

[REDACTED]

[REDACTED]

## Submission for Draft Nillumbik Housing Strategy 2024

The focus on this submission is on allowing people to live permanently in a moveable Tiny House on Wheels (THOW) and the significant potential they can offer to positively contribute to:

- Housing accessibility
- Housing affordability
- Aging in place
- Complementing Nillumbik's unique character and environment
- Innovative and sustainable housing design

With the continuing challenges of housing affordability and availability, and challenges in reducing our emissions and impact on the environment, THOW represent a great opportunity to positively contribute to a number of issues.

There have been some excellent initiatives in several progressive Victorian councils which have permitted THOWs.

## BENEFITS OF TINY HOUSES ON WHEELS

### Housing Diversity & Accessibility

Introducing an option for people to be able to permanently dwell in THOW increases the number of available dwellings whilst operating within the established allotments of land. It diversifies the types of dwellings available to be able to suit people at various stages of their life, from becoming independent from parents, to later stages of life when downsizing.

It is not a solution which will suit all, but it will be a great solution for many and reduce pressure on the availability of purchasing or renting traditional houses.

### Housing Affordability

The cost of THOW can vary greatly, but they are significantly cheaper than building a traditional house for the obvious reasons they use significantly less materials and labour (approximately 10% in size of a traditional home). This in turn leads to no, or nominal, loans being taken out, creating great financial flexibility for those choosing to live in a THOW.

THOW also have significantly reduced running costs, so their on-going maintenance when compared to a traditional home is also greatly reduced. This is a result of the significantly less space to both heat and cool.

The affordability is greatly appealing to a broad range of individuals, particularly those who could be considered vulnerable people, such as those from abusive relationships, or older women who have divorced later in life and do not have the financial security or superannuation to secure accommodation.

[https://humanrights.gov.au/sites/default/files/document/publication/ahrc\\_ow\\_homelessness2019.pdf](https://humanrights.gov.au/sites/default/files/document/publication/ahrc_ow_homelessness2019.pdf)

THOW represent an achievable means for a great number of people securing permanent and affordable housing.

### Aging in Place

Aging in place can be assisted with THOW, providing an option for people to downsize from their main dwelling whilst continuing to live comfortably on their existing property. Their main dwelling can either be rented for additional income, or part of intergenerational living with other family members living in the main dwelling.

#### **Complementing Nillumbik's unique character and environment**

THOW come in a multitude of designs and builds which can complement the areas they are parked in. They have a significantly reduced physical footprint which allows them to be more flexible in adapting to the surrounding area. They also have a significantly reduced environmental footprint, from building to running, which is in keeping with Nillumbik being the Green Wedge Shire.

#### **Innovative and Sustainable Housing Design**

As mentioned, THOW use significantly less materials to construct than a regular house. In addition to this, there are several THOW builders who focus on building from sustainable materials sourced from local areas.

Due to their small size, it is also more achievable to attain higher levels of insulation to assist with heating and cooling due to the relatively lower costs of achieving higher insulation standards.

### **POSSIBLE APPROACHES**

#### **Remove Permit Requirements for Mobile Homes on Properties with Existing Dwellings**

The Mount Alexander Shire Council voted in June 2023 to remove permit requirements for people wishing to camp or occupy a caravan or tiny home on wheels on private property where there is an existing dwelling. Their decision to require an existing dwelling on the property meant a lot of aspects such as bushfire and flood management, environmental impact and access has already been addressed.

<https://www.mountalexander.vic.gov.au/Council/Local-laws-permits-and-fines/Local-laws/Caravans-and-tiny-houses-on-wheels-on-private-property>

The Surf Coast Shire is also conducting a pilot for a similar approach, with the pilot program to run until December 2026.

<https://www.surfcoast.vic.gov.au/Community/Housing/Tiny-Houses-on-Wheels-Pilot>

Nillumbik could achieve a similar outcome to allow people to live permanently in a moveable Tiny House on Wheels. Provisions could be made to ensure:

1. Adequate amenity is provided for the occupants.
2. Disposal of all waste is to the satisfaction of the Council.
3. Occupancy will not create undue nuisance to neighbours.
4. Occupancy and use will not create a lasting adverse impact on the land.

Thank you for allowing submissions on Nillumbik's Draft Housing Strategy. It is comforting to see Nillumbik taking a positive approach to the current housing crisis in such a collaborative manner.

A Tiny House on Wheels is something I personally would like to [REDACTED] and changes to allow permanent living in them would give such great certainty about our living arrangement, in a sustainable home of our own.

If you would like to discuss this submission further, please do not hesitate to contact me on the details below.

[REDACTED]

[REDACTED]  
[REDACTED]

#### Draft Nillumbik Housing Strategy Submission

Please find my submission for the Draft Nillumbik Housing Strategy (the Strategy) below. I am happy to speak to any further consultation committee or other consultative group making final recommendations. My focus is on accessible and integrated solutions to housing within Nillumbik. While some of the solutions/suggestions stem from my personal views and needs, I am also presenting broader views based on many years of lived experience, formal, informal and professional advocacy in the area of intellectual disabilities.

[REDACTED]

1. Firstly, I would like to acknowledge the six priority areas identified in the Strategy. They are appropriate. I understand that the Strategy sits within state and federal government policy. There are some limits to what Council can do, but some flexibility in what Council wants to do.
2. Housing diversity and accessibility are of high interest to me. In particular:
  1. [REDACTED]
  2. The planning system needs to provide opportunity to think outside the box and have multi generations to live on one block. It needs to have flexibility to allow that. The planning scheme should account for this. The size of the block where the renovations are being undertaken, allow for such planning.
  3. Research has some planning overlays. However, safety and the ability to screen out noise is essential [REDACTED] For example fencing around the house is really important to ensure [REDACTED] safety and mitigate some of the impact of traffic noise.
  4. Landscaping around the fence can soften the impact of a fence going around the whole property. Vegetation can be sympathetic to the natural environment.

5. There has to be some judgement made about achieving planning goals and balancing people's needs (See VCAT decision on Nillumbik)
  6. The broad-brush approach contained in draft strategy isn't clear or helpful as it stands. It needs to be flexible to allow for accessible, functional planning.
  7. We are not the only people in Nillumbik wanting multi-generational living arrangements. Some councillors have stood with this as part of their platform. People want intergenerational living and their needs met in Nillumbik
  8. The rule book does not cover accessibility in a way that is reasonable and fair, we need to build it in.
3. Ageing in place is of high interest to me. [REDACTED]  
[REDACTED] with this in mind and to enable a multi-generational household:
1. While granny flats have been made easier, as long as they comply, they are 'cookie cutter' in design and don't necessarily meet complex needs
  2. We are lucky in Nillumbik because there are larger blocks for co-housing
  3. I am not objecting to higher density. I endorse it on the basis that they are great for building neighbourhoods, they make use of amenities and there are a lot of neighbours. There are people in the street
  4. High density enhances a sense of community
  5. Housing diversity - I support the promotion of different models of housing
  6. But development should be softened so it's not as harsh - for example vegetation around the development of higher density housing. Large balconies so there is outdoor space regardless of the type of development
  7. Softening the landscape within the planning and building process goes towards maintaining the character of Nillumbik.
4. Thank you for your consideration of my submission. [REDACTED]  
[REDACTED]

Kind Regards

[REDACTED]

SUBMISSION to Nillumbik Draft Housing Strategy 2024 p1

**(1) Major error in demographic statistics**

The terms of Reference for the Draft Nillumbik Housing Strategy 2024 state *"The new Housing Strategy will ensure that a range of housing opportunities are available across the Shire to meet the needs of the projected population for the next 15 years."*

However the opening sentence in Draft Housing Strategy in the section on Ageing in Place p67 contains a major error relating to the projected population of residents aged 55 and over. This states:

*"By 2041, individuals aged 55 years and above are expected to grow from **a quarter to a third** of Nillumbik's population."* No reference is provided.

The above figures are inconsistent with those from the Australian Bureau of Statistics Census for Nillumbik of 31.3% -**almost one third** were already aged 55 and over.

<https://abs.gov.au/census/find-census-data/quickstats/2021/LGA25710>

Population forecasting for Nillumbik from the link below to [id.com](https://forecast-micro.id.com.au/nillumbik/population-age-structure-map?CustomAgeFrom=55) shows that the Nillumbik population aged 55+ is **predicted to be 40.1% by 2041**.

<https://forecast-micro.id.com.au/nillumbik/population-age-structure-map?CustomAgeFrom=55>

Everyone makes mistakes but this is a big one. If it is not corrected now we will have to wait until the next Housing Strategy due 15 years hence in 2039.

**(2) Implications and consequences.**

This underestimation of the percentage of individuals aged 55 and over is misleading. The draft Housing strategy goes on to say *"Consequently there **will be** a heightened demand for housing options that cater to the needs of this aging demographic."*

This statement implies that the heightened demand for housing for this older group will not be an issue until some time in the future and is therefore not a priority for major Actions in this current 2024 Housing Strategy.

This draft Strategy contains no specific actions to address the housing needs of the large and rapidly growing population of elderly residents in Nillumbik. Notably, the 55 plus age group arguably constitutes the largest proportion of ratepayers in the Shire.

**(3) Evidence of housing needs of the ageing population**

Reports and recommendations regarding housing needs of the growing group of older Nillumbik residents span more than twenty years. For example:

2001 Housing Strategy e.g. p23 *HOUSING DIVERSITY* Actions: *To identify and promote localities suitable for the provision of smaller dwelling types to cater for Nillumbik's ageing population ....*

2015 The Nillumbik Health and Wellbeing Survey *found that 43.5% of 56-75 year-olds would like more housing choices to downsize in the local area. This finding was one of many that highlighted a mismatch between future housing demand and supply.* [home.id.com.au/case-studies/nillumbik-shire/](https://home.id.com.au/case-studies/nillumbik-shire/)

2018 "Aged Based Housing Demand in Nillumbik" A report commissioned by Nillumbik Shire *"to understand the current and future housing needs for an ageing population"*. [home.id.com.au/case-studies/nillumbik-shire/](https://home.id.com.au/case-studies/nillumbik-shire/)

Ask any older Nillumbik resident if they, or someone they know has had problems finding housing in Nillumbik suitable for their current needs.



[REDACTED] SUBMISSION to Nillumbik Draft Housing Strategy 2024 p2

#### **(4) Remedies and Actions**

Correcting the percentages in the 2024 Draft Housing Strategy is simple but essential, but exposes the urgency of the situation is exposed and the need to include appropriate Policies and Actions to provide *low-maintenance, accessible, and age-friendly dwellings strategically located within our established communities (p67)*.

Responsibility for addressing the situation rests with elected Councillors and Nillumbik Shire Officers. Members of the community, especially the large and increasing population of older residents, should be consulted to identify their housing needs, now and in the future. Such consultation needs to be conducted in a user-friendly manner. Negotiating the council website, reading information online, joining "Participate Nillumbik" and knowing how to upload documents is challenging for many of the older generation, and excludes their participation in decisions about their life.

Good solutions depend on a range of factors; funding, creation of appropriate, sustainable and accessible housing, identifying and making the best use of land (including surplus government land), protecting the environment, supporting ageing in place and the health and welfare of the growing ageing population. These issues are not unique to Nillumbik but are notable because of the higher population of older residents in this Shire, compared to greater Melbourne. Solutions are the concern and responsibility of departments at all levels of government, The best results are likely to be achieved through collaboration between these parties.

Possibilities will be enhanced through consulting groups and organisations with specialist expertise, research skills and knowledge of solutions achieved in other communities in Australia and overseas.

#### **Benefits**

A good Nillumbik Housing Strategy will enable our older residents to age in place in housing designed to meet their current and future needs and to continue enjoying and contributing to the mutual support provided by their community remaining active and independent as long as possible. Such housing will be sustainable with good insulation and accessibility in an environmentally sensitive setting. This strategy would include a range of well-designed housing options for retirement living including clusters of houses making up small villages.

Benefits for older residents include relief from the cost and effort of trying maintain a large family home which may pose risks to health and safety.

Creating age-friendly housing not only improves the security and quality of life for older residents and but also alleviates the housing crisis by increasing the availability of homes for young families who wish to live in Nillumbik .

Sincerely

[REDACTED]

**From:** [REDACTED]  
**Sent:** Saturday, 26 August 2023 10:12 AM  
**To:** Strategic Planning  
**Subject:** Nillumbik Housing Strategy

Thank you for giving me the opportunity to help with the Nillumbik Housing Strategy. The changed demographics make such a study urgent.



I am unable to physically participate at this time, but with your permission, I would like to offer some current, cogent, thoughts.

For any undertaking to be worthy, truth is critical.  
Lies and pretense are unacceptable.

Nillumbik correspondence is surmounted by a logo that asserts - NILLUMBIK the GREEN WEDGE SHIRE. This is a lie, admitted as false, and accepted, as if it's of no account. Yet the stifling truth is suffered every day by those penalised residents who are now crammed inside the Urban Growth Boundary.

The figures don't lie. They trumpet the truth.  
With 63,030 residents Nillumbik has a population density of 145.9 per square meter, which is 5-8 times higher than the GW average.

"N renowned as the G W Shire...key centre includes Eltham..." which has 18,793 persons with a population density of 1,136 persons per sq. km. which is 37-60 times higher than the GW average, also crammed inside the Urban Growth Boundary and in no way can you pretend it is Green Wedge.

It was certainly intended that all of Nillumbik became a green wedge, when Hamer's vision anointed 12 wedges of green in 1971.

Then in 2002, 9% of the shire was fractured from the south by an URBAN GROWTH BOUNDARY, condemned to suffer urban population growth in a sea of asphalt, traffic and housing. eg. Mario Fabro was rated out. His flourishing market gardens on rich alluvial flood plain are now replaced by houses. The mini forest of River red gums to my east has been felled to be filled by houses.

I can't understand why Nillumbik has never developed a no-growth population policy. Surely an ancient, sterile land-form, with low and irregular rainfall can not be expected to sustain constant population growth. 60,000 aborigines were maintained only because they moved to the food source, enjoying nature's harvest.

Intact green wedges delivered key values - biodiversity and wildlife habitat in parks and nature reserves : high agricultural productivity : and areas of natural beauty. "They also contained the urban sprawl avoiding a future metropolis of seemingly endless suburbia."

So, in 2023 we find in Nillumbik 90% of the population crammed into the non green wedge 9% of the shire and 10% of the population residing in the remaining 91% actual green wedge. I say 'residing', because it is a dormitory for many of them, who are a professional class working elsewhere. But tragically the annual population increase must be fitted into the already crowded urban 9%. The situation is further complicated by the extant ageing population no longer needing a 3 bedroom domicile, but rather a small self sustaining abode. The human need for support and companionship suggests building small collections of such units.

Your Housing Strategy will need to help define and resolve these changes, as well as settling the 3,000 or so extra residents.

Wishing Strategic Planning, " Good discourse."

I remain, sincerely, [REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 23 April 2024 9:49 AM  
**To:** Housing Strategy  
**Subject:** Planning policy

Sirs

Thank you for the request for observations on the planning document.

### Impact of traffic

A planning document for housing should consider how people get to and from their houses and the likely pattern of journeys.

When levels of traffic exceed road capacity, the road system changes from adequate to seriously congested very quickly. The road Eltham to Heidelberg is a big illustration in the rush period.

Also it is very notable how the Main Road from Research to Eltham is becoming congested at times.

Any intensification of housing will [REDACTED] the problem. Since transport provision takes a very long time from establishment of need to fulfilment of demand, it is critical that the ability to travel to and from homes is part of the planning for houses process.

There is no spare capacity in the current road system. Increased housing will make transport slower. A side effect of this is that bus journeys will slow down and then the buses will miss their train connections. When that happens it persuades more people to drive and thus makes the overall situation worse.

### Improvement in rail usage

This considers only the Eltham Research area because that is the limit of my knowledge.

Towards the city, the train stations are close together and therefore many people along the route of the railway can access a train station with a reasonable walk. For good historical reasons, railway stations are much further apart in the outer suburbs. This means that a smaller proportion of the population will be inclined to walk to them, and many will use their cars if it is a long way to a bus stop

There is a large car park for Eltham station and that brings traffic through the town centre in peak commute times. The stations to each side are a long distance apart. By road, Montmorency is 3.6km and Diamond Creek is 6.8km from Eltham Station. Therefore most people have to use a car, and some small percentage are able to use the bus. This is needless additional traffic on the road.

The statistics of the Hurstbridge line are

Average distance = Total line distance / Number of stations Average distance = 36.7 km / 28 stations  
Average distance ≈ 1.31 km per station

If there were additional new stations each side of Eltham then the spacing between stations would still be much more than the average station spacing for the line. An obvious place is between Wattle tree road to the Allendale Road side. This will cut down significantly the car traffic from Wattle Tree Road to Eltham train station since those arriving bar car will not need to transit Main Road to Eltham town centre. It would also enable many people to walk to the station.

Finding a location on the Montmorency side would be more problematic as the railways prefer to have railway platforms on the level and the line is on quite a steep gradient for my of the route

Access to bus

We would be happy to use the bus were it not so difficult.

In my locality there are many houses like ours much more than 3/4 km from the nearest bus stop. In our case the only route has 75m height difference and part is a very steep gravel road on which both my wife and I have fallen because of the unsafe surface. Providing a safe surface to walk would encourage more people to use public transport - particularly older people like us who are in their mid 70's who have time and enjoy walking, but not the risk of falling or the impossibility of pulling a shopping trolley over the surface

[Redacted]

SUBMISSION TO NILLUMBİK SHIRE COUNCIL ON THE DRAFT HOUSING STRATEGY 2024

To: Nillumbik Shire Council (Attention: Strategic Planning)

By email: [REDACTED]

DETAILS OF SUBMITTER:

Name: [REDACTED]

Contact details:

[REDACTED]

[REDACTED]

SUMMARY OF SUBMISSION

1. Comments on the consultation process and the length of the housing strategy document.
2. Requests for changes to the draft strategy in respect of pages 48, 68 and 77 (as set out at 2.1 to 2.3 below) and for clarification or definition of the meaning of "occasional" (as explained at 2.4 below) and drafting changes (as listed at 2.5 below).
3. Submissions relating to additional actions to be included in the next draft of the strategy (see 3.1 and 3.2) and the changing of some actions' priorities (as set out at 3.3).

Appendix A - Examples of recent development in the Activity Centre Zone

SUBMISSION

I was pleased to see that the Nillumbik Shire Council (**Council**) has prepared its *Draft Housing Strategy 2024 (DHS)* in order to do the things set out at Section 1.1 on p.8 of the DHS, and that it has recognised the difficulty of balancing the implementation of State Planning Policy for residential development against preserving the unique heritage and environmental characteristics of the Shire of Nillumbik (**the Shire**).

With regard to the DHS I wish to raise the following issues:

1. The consultation process

I am very concerned that most of the Shire's residents would not have had sufficient time to read all 143 pages of the DHS or are daunted by its length and complexity. If this is the case, residents are either unlikely to make submissions or will do so without having a grasp of the entire document.

I note that the Timeline for the DHS on the Participate Nillumbik page ends in July (presumably 2024) with: "Planning and Consultation Committee meeting to hear submissions".

I assume that, following this July meeting, the DHS will be revised to incorporate any changes that the Council wishes to make following receipt of the submissions that close on 27 May 2024 and the hearing of submissions in person at that meeting.

I hope that the next version of the DHS will be subject to further consultation that is preceded by:

- a brief summary of the revised DHS that is made available on Participate Nillumbik; and



- the provision of a tracked version of the DHS so that all changes to the DHS can be easily identified (as it would be extremely difficult to work through all changes if only the final version without mark up is on the Participate Nillumbik page).

## **2. Requested amendments to the DHS**

### **2.1 *Misleading information re cul-de-sacs and walking trails***

On p.48 the DHS states:

*"Topography and cul-de-sac environments around townships also generally restrict residents from walking as far as they could in, for example, a typical flat urban grid layout around more urban areas of Melbourne."*

This is not entirely correct because roads that appear as cul-de-sacs often contain paths that actually link the cul-de-sac to a Council reserve, which then gives access to another road. Where such arrangements exist, there are extensive walking trails. This is the case on the Woodridge estate in Eltham. A more accurate statement would start with:

*"Some cul-de-sac environments and the topography around townships...."*

### **2.2 *Data error***

Section 3.6.3 **Priority Area 3: Aging in place** on p68 states: "By 2041, individuals aged 55 years and above are expected to grow from a quarter to a third of Nillumbik's population."

It is my understanding that such individuals are already a third of the Shire's population. If this is the case, this section and any other references to this statistic should be amended.

### **2.3 *Inaccurate assumption***

In Section 3.6.6 on p.77, under the heading of: **ESD in the context of Neighbourhood Character**, the DHS states:

*"Sustainability objectives can often be at odds with the application of earthen and bushy tones, building materials and roofing."*

I would like this statement to be removed or revised for the following reasons:

- earthen and bushy tones, building and materials lend themselves to more natural materials such as wood and stone (that are more characteristic of the Shire's neighbourhood character and the natural environment), that are generally sustainable (and environmentally friendly). This is especially the case when such materials are compared with concrete, concrete renders, steel, and cladding that incorporates plastics or similar artificially created materials.
- recent developments in Eltham that are the subject of planning permit applications seem to predominantly choose a colour scheme involving black or dark grey. Both these colours absorb heat and contribute to the urban heat island effect. Usually the only way that Council can object to the use of such a colour scheme is by pointing to planning controls that require earthen and bushy tones, or similar. There must be good reason why the earth tones of terracotta roof tiles have been used for centuries in Mediterranean areas such as Spain, southern France and southern Italy.

Based on the above it seems to me that the earthen and bushy tones promote sustainability objectives and are to be encouraged. In contrast, the use of black or similar colours should be prohibited. This situation should be reflected in the wording of the final DHS and is also relevant in relation to action 3.1.1 on p.106.

#### 2.4 Use of the word "occasional".

In the Figures that show the *Change area example housing typologies*, such as Fig 24 on p137, the word "occasional" is used to e.g. indicate that, for medium density, the housing typology of dual occupancy and duplexes is only permitted to be occasional in the minimal change area. I query how, once the Housing Strategy has been incorporated into the Nillumbik Planning Scheme, VCAT will interpret this. In the Oxford English Dictionary (OED) one of the definitions of "occasional" is "happening irregularly". This could be interpreted as permitting, say, 5 to 8 separate lots in a street of 20 detached houses being developed with duplexes, perhaps on the basis that they were not to be located on adjoining lots.

I hope that the final housing strategy can contain a definition of "occasional" or some specific guidelines to ensure that what I assume was intended is perfectly clear. Perhaps "occasional" could be replaced by "rare" which, in this context, seems best suited to the part of the definition in the OED that says: "few and far between, uncommon, unusual, exceptional, seldom found or occurring".

I see this as an important point that is likely to create resentment amongst residents of areas who thought "occasional" would preserve their neighbourhood's character if its interpretation leads to a large number of permit applications, and subsequent approvals, for a type of dwelling that was previously unknown in their locality.

#### 2.5 Corrections related to drafting

There are some instances in which I submit that corrections need to be made to the draft as follows:

a) Incorrect cross reference - Page 51 states: " Data is explored somewhat further in Section 3.4 Priority Areas and Local Government's Role,...." but the heading of **Priority Areas and Local Government's Role** is actually in section 3.6 (on page 56).

b) Changes to definitions -

i) on p.112 the definitions of "Planning Permit" and "Planning Scheme Amendment" both refer to the Planning and Environment Act 1987 but, in the definition of "Planning Scheme Amendment", this is further defined as "(the Act)". The words in brackets should be deleted as there is no need for a definition within a definition, particularly as this is the 2nd place in which the Act is named, rather than the first place (which is where a sub-definition should appear).

ii) the definition of "S173 Agreement" states: "These agreements are commonly known as section 173 agreements and is a legal contract. " This is grammatically incorrect and should be amended to say: "These agreements are commonly known as section 173 agreements and are legal contracts. " or "Such agreements (that are commonly known as section 173 agreements) are legal contracts."

iii) the definition of "Walkability" on p.113 includes: "for instance by providing frequents, safe and attractive paths that connect common **trop** origins and destinations." (my emphasis in bold). I submit that the letter "s" should be deleted at "frequents" and the word "trop" seems to be an error that should be corrected according to what was actually meant.

c) Duplication of text

On p.135 the first and second dot points under "*Additional considerations for rezoning GRZ areas to NRZ*" are substantially repeated in the third dot point, so the first two dots points could be deleted.

#### 3. Actions to be taken by Council

Generally I support the goals, objectives and actions in Part 6 of the DHS. However, whilst acknowledging that the provision of housing is a matter for the State Government rather than local government, I would like to see some more positive actions incorporated into the DHS as set out below.

### 3.1 *Actions to promote downsizing and housing for people with limited mobility*

The DHS recognises that Nillumbik's population is ageing and there is a need for housing that is suited to both older people and those with disabilities.

Council seems hopeful that the ability to build a second small home (which I will refer to as a "granny flat") up to 60 square metres without the need for a planning permit (provided that other requirements set by the State Government have been satisfied) may resolve the issue of there being inadequate provision within Nillumbik for smaller homes for the elderly (or for adult children who have been unable to secure their own separate accommodation). I submit that it would be unwise to place too much reliance on this. This is because I suspect that many older landowners whose families are not willing to live on the same property would be reluctant to expend money on building a granny flat just to move into it and rent out the primary (larger) residence to a stranger. The likely reason for this is that the presence of a granny flat might reduce the saleability of a lot that contains two dwellings when a purchaser has no particular use for **both** of these. In view of this I submit that the DHS should focus more on opportunities to subdivide and develop land for smaller dwellings that are eminently suitable for downsizing, or for housing people with disabilities or single people who do not need a larger home and certainly can't afford one.

An episode of "*Future Tense*" broadcast on ABC Radio National on 26 May 2024, the podcast of which is available at:

[https://www.abc.net.au/listen/programs/futuretense/demographic-shift-single-living-singleton-singlism/103776880?utm\\_campaign=abc\\_listen&utm\\_content=mail&utm\\_medium=content\\_shared&utm\\_source=abc\\_listen](https://www.abc.net.au/listen/programs/futuretense/demographic-shift-single-living-singleton-singlism/103776880?utm_campaign=abc_listen&utm_content=mail&utm_medium=content_shared&utm_source=abc_listen)

highlighted the demographic trend towards single living. It also made the point that single people value their independence and do not necessarily want to participate in what is, essentially, so-called "co-housing".

I also note that the greatest cohort of the homeless consists of single women over 50.

Page 50 of the DHS refers to "*Demographic Trends and our future housing needs*" and the associated topic of housing diversity is referred to as follows on p. 62:

#### **Council's influence on housing diversity at 3.6.1 Priority Area 1: Housing diversity and accessibility**

- Ensure local policy and the planning scheme enable diverse housing products in residential areas and activity centres
- Develop and implement activity centre plans that support diverse housing typologies, beyond detached dwellings
- Provide guidance and information to the community on new housing models and initiatives
- Ensure medium density housing is appropriately designed and respects neighbourhood character.

The "*Incentivising Downsizing*" section on p.70 refers to Federal Government initiatives that "seek to liberate larger housing units for younger families in need." The DHS recognises that many homes with 3 or more bedrooms are currently occupied by older people and could be made available to young families who need more bedrooms. Enabling older homeowners to downsize would be an ideal way to free up bigger homes so that there is no need to construct large numbers of these to house families. However, the pressing issue is that many older Nillumbik residents who would like to downsize remain in their large homes because there is nowhere that they consider to be a suitable option to move into. One of my neighbours told me about an elderly man who lives nearby who has decided to live alone in a 5 bedroom house because he has given up looking for a smaller home within Nillumbik.

It seems that a lot of the issues related to the housing crisis could be resolved if more housing that is suitable for downsizers were to be available in Nillumbik. However, just referring to the matters that I have quoted above from section 3.6.1, does not provide a solution to this issue. This is because leaving this issue to private developers to resolve seems to have been an abject failure based on the examples that I have set out in Appendix A to this submission (**Appendix A**).

It is also clear from the DHS that a major thrust of current planning policy is to provide homes for the less mobile (including the elderly) in areas that are most suited to their needs. These are areas with close proximity to services, shops and public transport that are more walkable. Hence the move towards medium and higher densities in the Major Activity Centres (**MACs**). Instead (based on the examples in Appendix A) what we see are developments that are either multi storey but unsuitable for anyone with limited mobility or for ageing in place, or that are so-called "Mc Mansions".

The developments in my examples also have very limited space for landscaping and include other features that do not satisfy the aim at the 4th dot point in 3.6.1 to: "*Ensure medium density housing is appropriately designed and respects neighbourhood character.*"

In view of this I would like the DHS to include additional actions to ensure that the planning framework for Nillumbik will prohibit (or at least severely restrict) the following types of developments in the parts of the MACs that are primarily residential:

- Ones that are not suitable for single persons or childless couples (including "empty nesters"); and
- Ones that do not provide sufficient space for mature trees (to counter the urban heat island effect that is already evident in the Eltham MAC) and will not have landscaping that maintains neighbourhood character and the environmental values that Nillumbik residents hold dear.

Ideally the relevant planning controls (perhaps the relevant structure plans) could ensure that the dominant built form is of:

- single storey villa units with no more than 2 bedrooms and small private gardens but also common landscaped areas or,
- closer to the commercial precinct, low rise apartments (again with appropriate landscaping), or
- duplexes of no more than 3 storeys (perhaps similar to the designs for the State Government *Future Homes*) that also have landscaped areas and that include ground floor apartments suitable for the elderly or others with limited mobility.

As it appears that a lot of potential downsizers favour 2 bedroom villa units with gardens, these should be more saleable and their uptake would enable the changes referred to above that would free up larger homes for families with children.

### **3.2 Additional Council Action - working with Registered Housing Organisations and developers**

The DHS refers to the following on p.67:

**"Council's influence on housing affordability:**  
*Build relationships with Registered Housing Organisations and developers".*

However, I could see no corresponding action in Part 6. I therefore hope that this could be translated into a specific action in Part 6 that I submit should be included under **Goal 1: Supporting housing affordability, aging in place and housing diversity** but does not have to be limited to this goal (as it can also apply to **Goal 2: Supporting Nillumbik's unique neighbourhood character and environment** and **Goal 3: Facilitating innovative and sustainable housing design**).

I referred above to women over 50 being the largest cohort of the homeless. In this regard Council could reach out to organisations such as "Women's Property Initiatives"(**WPI**). However, this charitable organisation also assists younger women, as is the case with a development called "The Nest" in Shepparton that, to quote from information provided by WPI, "*is a partnership between the Property Industry Foundation, Women's Property Initiatives and The Bridge Youth Services (TBYS) to build three 2-bedroom homes where young mums (up to 25 years old) can live independently with their child or children. These young mums can live in the homes for up to five years with ongoing support.*"

The Nest includes another important feature that, again according to WPI, is the use of "*innovative modular homes designed by Schored Projects.*" Factory built homes, such as those being built for The Nest, have the advantage of quality control (especially when compared with the enormous numbers of defects in apartments built using conventional methods that were recently found by the cladding taskforce) and speed of construction. A Council action

related to this could be to identify sites within Nillumbik that are either suitable for development similar to The Nest or that could be designed for older residents. Such developments also usually satisfy the need for social and affordable housing.

Although it is clear from section 3.4.5 of the DHS, which refers to "Council owned land", that Council does not own land that is suitable for large scale development, I hope that one expanded action could be to identify smaller parcels of land owned by Council (excluding Council reserves that are highly valued by the local community as public open space). As a result Council might identify some land that would be suitable for a limited number of small one or two bedroom dwellings that would be responsive to the neighbourhood character and natural environment.

The additional action based on p.67 could also fit in with the table on p.71 related to section **3.6.3 Priority Area 3: Aging in place** that states:

**"Influence of State and Federal governments**

*Provide funding to develop demonstration projects within the Shire".*

A project such as The Nest could be one such project.

In addition to building relationships with Registered Housing Organisations, I submit that the specific action should also refer to building such relationships with developers. As illustrated in Appendix A, there is a lack of housing being proposed by developers that is suitable for ageing in place or is accessible or affordable. A new Council action in the DHS should be to seek to work with one or more developers (and possibly also the State Government on a demonstration project) to create housing that meets the needs referred to earlier in this submission.

The development of modular housing in a style that meets ESD standards and is consistent with neighbourhood character could form the basis for multiple developments within Nillumbik. If generally approved by local residents and satisfying all Council's requirements, such developments would be less likely to be subject to the refusal of a planning permit or to be opposed at VCAT by locals. Having housing that would be speedier to complete, owing to the lack of local opposition and the efficiency of modular construction, should be an incentive to developers by way of reducing or eliminating their holding costs. If Council were to work on such a model this has the potential to produce high quality housing that is suited to Nillumbik and that could be completed in less time than applies to conventional construction projects.

**3.3 Changing priorities - actions 3.1.5 & 3.1.6**

I note that action 3.1.5 on p.107 is:

*"Prepare Medium Density Housing Design Guidelines showcasing exemplary design for higher densities, such as two or three dwellings on a single lot, while remaining sensitive to Nillumbik's distinctive neighbourhood character and priorities for Ecologically Sustainable Development (ESD).  
Amend local policy content as appropriate."*

However, this is only given "medium" priority, namely something to be achieved in 3-4 years. I submit that this action needs a higher priority and should, at the very least, be moved into the "high" priority timeline of 2-3 years (if "very high" is not achievable given the complexity of the task and issues such as staffing and resourcing at Council).

In support of this request I refer to the developments listed in Appendix A that I submit would have benefited from Medium Density Design Guidelines that could, perhaps, have produced a different type of development more suited to the Shire's current needs.

In contrast I note that action 3.1.6 is:

*"Advocate to the State government for homes to have mandatory disclosure of energy and water efficiency rating."*

Whilst I think that this is laudable I note that this action is entirely in the hands of the State Government and would require legislative changes, most likely to the vendor statement provisions in the *Sale of Land Act 1962*.

I query why something outside of Council's control has been put into the "very high" priority of 1-2 years. I submit that this could be downgraded to a lower priority, particularly as the time of Council staff would seem to be better spent on implementing action 3.1.5 that is within Council's control.

**APPENDIX A**  
**Examples of recent development in the Activity Centre Zone (ACZ)**

██████████

This is an example of an overdevelopment of a site that ██████████ and that would be eminently suitable for ageing in place.

The developer has twice applied to construct 2 very large double storey dwellings with multiple bedrooms and minimal space for the type of landscaping that the Council seeks to achieve.

██████████ single storey and very unobtrusive. This site could instead be developed with single storey 2 bedroom units that would be more in keeping with the neighbourhood character.

Council has refused both permit applications but it remains to be seen whether VCAT will direct a permit to issue in respect of the second application.

██████████

This consists of ██████ 3 storey dwellings that are totally unsuited to ageing in place or occupation by persons with a disability. The space available for landscaping is again minimal. The built form is very obtrusive and has given rise to many adverse comments from people I have spoken to, particularly with regard to the colours and construction materials that have been used.

This is another site that could have been developed to create housing for the aged or others with limited mobility. The issues regarding the colours and building materials could possibly have been avoided if the planning controls had been stronger and could enforce medium density housing design guidelines if these had, by then, been developed by Council.

According to realestate.com.au, the estimated weekly rental income ranges between \$555 for ██████ and \$615 for ██████. There is no available sale price but the website notes that the median property price over the last year for units in Eltham is \$750,000. Therefore, this development fails to satisfy the demand for affordable housing.

Council refused the planning permit application but VCAT directed a permit to issue, thus indicating that the planning controls in the ACZ need to be strengthened if housing suitable for single or disabled persons or ageing in place is intended to be made more available in the ACZ.



# Submission to Housing Strategy 2024 Millsborough Shire

As an individual stakeholder [REDACTED]

Citizen of State of Victoria,  
CWLth of Australia.

- 1/ I Request to be heard by P.C.C Committee and proper consultation on Sites.
- 2/ Please confirm my registration now.
- 3/ I continue to reserve all my rights including to add further information to my submission
- 4/ I confirm as a stakeholder/owner of [REDACTED] Submissions, presentations, information provided on my behalf as well as my own as they complement each other. This includes her group submissions.
- 5/ There is a COST OF LIVING and HOUSING CRISES NOW
- 6/ RELEASE immediately where landowners are willing all acreage lands in the metropolitan suburb of Diamond Creek, townships of Yarrambat and Plenty without prejudice/discrimination or excuses of Green Wedge, climate change, distance of train station, shops or other community aspirations when all of these can be incorporated fairly in overall development plans of the area or site specific property itself.
- 7/ [REDACTED] because of incorrect Rural Zoning and its consequent incorrect Urban Growth Boundary!
- 8/ Note: Crucial consideration of listed properties is the mandatory established services (unused reserve capacity) since the 1970's! The CRUX of all planning.
- 9/ Leave landowners that prefer to stay frozen Conservation and remove immediately all their Municipal, Utility, Land Tax Rates and charges, Insurances and Maintenance costs to Hold.
- 10/ Some Balance of Equity for all.  
Happy Stakeholders /  
Happy Shire.  
I give full permission for submission to be public. Thank you

## **GROUP SUBMISSION DRAFT NULLUMBIK HOUSING STRATEGY 2024**

By [REDACTED]  
[REDACTED]

**Note: This submission is confidential to Nillumbik Shire Council and not for the general public.**

**OBJECTIONS to draft One 16 04 2024. Please Note, we also submit this Group Submission as a submission for the inter-related Nillumbik and State Transport Strategy 2024.**

**We continue to reserve all our rights. This includes reserving our rights to add further information and evidence to our submissions.**

**We request to be heard by the Planning Consultation Committee P.C.C separately, as a group, as individuals, and as a company. Please provide individual submission numbers to each.**

**If our objections and suggestions in our submissions cannot be accommodated or catered for, we request to be heard by an open and transparent, Independent Panel, appointed by the planning minister to hear such objections to the housing strategy 2024.**

### **SUMMARY OF OBJECTIONS**

[REDACTED]

**We have highlighted each property, by adding in our own colours to distinguish each one, for demonstration purposes only. (but all lands**



**actually back-zoned incorrectly as rural conservation in the process of new format Nillumbik Planning Scheme in approximately June 2000. (schedule 3 - 8 hectare minimum). All of these rightfully residential lands (not rural) were all excluded inequitably, from all the study areas of the Yarrambat township, the suburb of Diamond Creek and that of Plenty Urban Residential Housing releases.**

**Note: These lands were all strategic as residential in Diamond Creek, Yarrambat and Plenty, hence their urban residential status, not rural. Accordingly, their inclusion within the Plenty Yarrambat Water Works Trust and Urban District. This protects our accrued Urban Reticulated Infrastructure and associated accrued rights for Residential subdivision and land use. (urban).**

**See evidence council has already in all our other submissions/presentations/representations to date to all processes, strategies and policies. Directly relevant right now with this process, is the previous abandoned housing strategy, and C53 Diamond Creek Major Activity Centre Structure Plan, upon which the Housing Strategy is based now.**

**We strenuously object to this Housing Strategy being implemented into the planning scheme prior to the completion of C53 full process. (including Panel Hearings for Objectors like us and others.)**

**If our lands are not now included, prior or together with, the release of further residential land releases, in the above suburbs that utilise our urban infrastructure, we will all suffer major damages and losses with any consequent diversion or erosion of our lands attached precious urban reticulated infrastructure.**

**Please Note: We reiterate that the Council directly incorporates all the content, evidence, and supporting legal, town planning and engineering supplements to our arguments, directly and indirectly, interrelated to all processes including this 2024 Housing Strategy.**

**We reiterate our objection to this process, as already expressed in our presentations/submissions to the P.C.C. on 16<sup>th</sup> of April 2024 on the related housing strategy, biodiversity strategy, and recent cultural submission on behalf of myself and other stakeholders of, [REDACTED]**

### **Summary of Objections**

- 1- I object to the process of this draft referring to the presentation/submission to P.C.C (exhibit one).**
- 2- I wish to be heard by the planning and consultation committee of P.C.C**
- 3- I wish to be heard by an OPEN TRANSPARENT INDEPENDENT PANEL by the planning minister to hear objections.**
- 4- NOTE this submission is in conjunction with all past submissions and objections, to all previous submissions and to all processes, policies, and strategies.**
- 5- Action 1.1.1 we wish to be heard as a group submission.**
- 6- Action 1.1.1 we object to the implementation of the Diamond Creek Major Activity Centre Structure Plan C53 without the appointment of an independent panel to hear such objections.**

**7- This strategy will remain a flawed, and unbalanced plan as exhibited.**

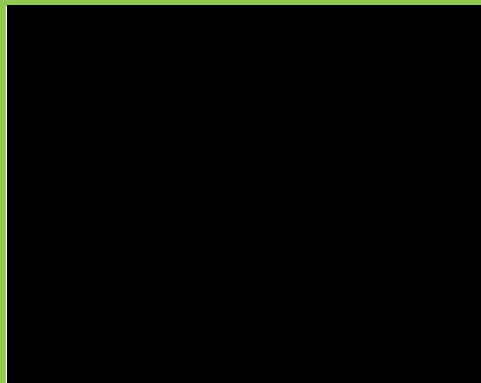
**8- We object the housing strategy being based on an incorrect planning foundation. All outstanding zoning mapping mistakes, anomalies and irregularities pertaining to our properties must first be corrected. Strategic context.**

**Thank-you**

[Redacted signature block]

**Please confirm receipt of this submission and provide to those responsible for it.**





SUBMISSION IN RESPONSE TO

Nillumbik Shire Draft Housing Strategy April 2024

Submission prepared for 27 May 2024



## RESPONSE TO

### Nillumbik Shire Draft Housing Strategy April 2024

May 2024



The [REDACTED] response to the Draft Housing Strategy (DHS) is being submitted - while recognising that a large constituency represented by [REDACTED] are landowners whose properties fall outside the study area.

Despite this acknowledgement and recognising also that the Housing Strategy is being developed for the entire Shire [REDACTED] is intent on ensuring that the views and commentary of Nillumbik residents and ratepayers amongst [REDACTED] thousands of families are important for Nillumbik Shire Council (NSC) to understand

[REDACTED] [REDACTED] acknowledges and understands the importance of initiatives to increase flexibility in the types of housing stock whilst reducing red tape and complex requirements.

We cherish Nillumbik's extensive areas of environmental significance and have long called for and still await appropriate cataloguing and classification of the relative importance of individual areas of environmental significance. We have encouraged the use of independent consultants, not council staff and officers nor environmental activists. We also appreciate that such an undertaking may require micro detail focusing down to individual trees and fine detail of landscapes.

[REDACTED] are encouraged that Nillumbik Shire Council (NSC) has taken the approach of integrating demographic data analysis with the strategic recommendations of the NCS, to aim to navigate the unique "tensions" specific to the Shire of Nillumbik in planning for housing, such as bushfire risk, which is one of [REDACTED] principal areas of interest, consideration and concern.

There is a considerable cohort of [REDACTED] who have communicated their concern for many years about NSC processes and the transparency which should be paramount in any major planning initiatives. The draft Housing Strategy 2024 is a prime example of this.

While [REDACTED] are encouraged that after 20+ years this vital area of NSC responsibility is being significantly revised and while [REDACTED] endorses and acknowledges the substantial body of work undertaken, it is the history of decades of demonstrable neglect or disregard for [REDACTED] constituents issues and concerns that generates genuine questions from our group regarding the rationale for the study area limitation which excludes significant [REDACTED] landholdings.

It is well established and understood that the important body of work done by [REDACTED] since its formation in 2016 has been focused on the vital need for NSC to hear the views, aspirations and priorities of people who justifiably claim significant responsibility for the effective establishment and curatorship and custodianship of Nillumbik's prized Green Wedge.

### **ENGAGEMENT PROCESS – NSC's Opportunity for Wider Direct Engagement**

While acknowledging the process of public engagement undertaken by NSC, concerns persist regarding the perception of a deference to significant internal NSC development of the Draft Housing Strategy in concert with a seemingly hand selected reference group. In limiting the terms of reference, with an emphasis on its scope and relevance being weighted to the various residential/urban zones in the Shire – with the specific "800 metres from activity centres, neighbourhood centres, township boundaries etc – while it is acknowledged that low density rural zones such as around Yarrambat are included, it appears that there is no genuine consideration of NSC responding comprehensively to the various housing challenges of the increasing population, ageing population and need to increased housing of any form facing the community in the substantial omission of a large cohort of [REDACTED] constituents' geographic areas.

[REDACTED] contends that by NSC moving to expand the Draft Housing Strategy to include more of the footprint of the Shire – with legitimate, direct engagement with [REDACTED] – this would present NSC with additional opportunities to respond to the challenges and known community preferences (such as to age in place) identified while enabling valuable new land uses eg in the areas of additional small accommodation such as permanent granny flats or small additional habitable buildings without permit requirements – which would enable new rental options, increase housing supply and contribute to addressing in a material way the issues facing all of the community while also addressing the perception of discriminating between [REDACTED] and the rest of NSC's population.

Many of the [REDACTED] legion of landowners would not be able to valuably contribute but would also in turn be able to benefit from initiatives such as "as of right small home" options – particularly given that the local, state and national studies attest to the community value and benefit derived when such accommodation options become necessary for a family member or (in the case of an independent tenant) such options both increase housing supply and enable landowners to more readily retain and responsibly maintain their properties with even modest additional financial returns so generated



## RESPONSES TO SPECIFIC, RELEVANT DRAFT HOUSING STRATEGY SUBJECT MATTER

has long advocated for NSC – given its responsibility to respond to the housing crisis and to issues concerning an ageing population, including issues around addressing housing supply and affordability – to develop ways and means in its development and updating of its strategies and to actually commit to :

- Reduce red tape.
- Reduce restrictive burdens.
- Reduce costs to applicants.
- Create more as of right provisions.
- Facilitate and embrace innovative solutions.
- Be realistic and humane with application of controls.
- Deliver what must be achieved by enabling, not disabling land owner / applicant aspirations and initiatives

as far back as the 2020 (then abandoned) Housing Strategy had advocated as follows (most if not all of which does not appear to have “moved the needle” nor has it been incorporated or considering worthy of inclusion as this Draft Housing Strategy has been compiled:

**“There are areas across almost every part of the Shire, subject to sensible and realistic assessment that can contribute to additional housing capacity. Probably the most overlooked areas are the rural areas of Nillumbik where there are a very large number of vacant lots.”**

Importantly has also represented that :

**“Unbiased examination of the number of new dwellings in the rural areas of Nillumbik for last 50 years reveals that whilst there has been a very significant increase in the number of dwellings and enterprises, there has actually also been an increase in the amount of natural vegetation.**

**Overall vegetation cover has significantly increased across private property, exacerbating bushfire risk and increasing the likelihood of property and infrastructure losses.**

**One of the best defences against the total destruction of the environment as a result of major bushfire events, is to encourage people to responsibly build within the rural areas.**

**Combined with the sensible empowerment of landowners to reasonably and properly maintain their land to minimise the effects of major bushfire events without the need for a planning permit, the existence of open farmland and well maintained properties facilitate more effective defences and a greater ability by local CFA brigades to better penetrate what would otherwise be inaccessible bush.**



NSC needs to properly assess the role that rural Nillumbik can play in contributing to future housing needs.

That assessment should occur free from ideological or ill-founded and demonstrably inaccurate narratives that any increase in the rural population will result in wholesale bushland destruction. This is simply false.

It is these sorts of representations that NSC should consider when seeking well intentioned and qualified input from major NSC community stakeholders such as [REDACTED] to enable Council to legitimately deliver on its stated deliverable to:

- *Provide evidence on how Council will support the provision of adequate land for housing to meet our forecast population change, changing needs of our community and identify housing policy in the Nillumbik Planning Scheme.*
- *Provide greater housing opportunities by improving housing diversity.*
- *Provide policy support for affordable housing.*
- *Provide strategic support for sustainable residential development and policy that respects Nillumbik's unique neighbourhood character.*
- *Provide certainty for our community and stakeholders about where change is likely to occur and at what scale.*

[REDACTED] clearly understands and acknowledges that **“the demographic changes in Nillumbik (like Victoria) identify broadly a population which is ageing, having fewer children, forming smaller households and preferring different lifestyles. These changes have impacted the demand, type and location of housing”** – which is part of [REDACTED] rationale for our recommendations and representations regarding our stakeholders



### STUDY AREA CLARIFICATION

understands but seeks NSC clarification as to why the Study Area was defined as follows given our clear and valuable views about and prospective contribution to the Draft Housing Strategy. invites NSC to directly consult with us despite the following constitution of the Study Area :

*No zones located in the Green Wedge (e.g. Rural Conservation Zone or Green Wedge Zone).  
Localities that are covered by the Housing Strategy include:*

- *Diamond Creek*
- *Eltham*
- *Eltham North*
- *Greensborough*
- *Hurstbridge*
- *North Warrandyte*
- *Panton Hill*
- *Plenty*
- *Research*
- *St Andrews*
- *Wattle Glen*
- *Yarrambat*

*Some localities are split across the Urban Growth Boundary (UGB) and Green Wedge, including Wattle Glen, Panton Hill, St Andrews, Hurstbridge, North Warrandyte, Diamond Creek, Plenty, Research and Yarrambat, but as noted only zones that allow for residential development within these localities are included within the Housing Strategy study areas. However, the Shire's only residential zoned areas that are outside the UGB occur in the Low Density Residential Zone (LDRZ) in Plenty and Yarrambat.*

### RELEVANT VPP CONSIDERATIONS INVITE OR DEMAND INPUT

Given well established knowledge of and interest in the following mandatory VPP aspects required of the Draft Housing Strategy, it appears to defy logic that as a valuable NSC community resource would not be directly consulted or included in the consideration of:

- *12.01-2S Native Vegetation Management: Seeks to ensure that native vegetation is not unnecessarily removed or destroyed.*
- *12.05-2S Landscapes: Seeks to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.*
- *13.02-1S Bushfire Planning: Seeks to strengthen the resilience of human settlements and communities. Importantly, this policy outlines the need to give priority to the protection of human life over all other policy considerations.*



While [REDACTED] is encouraged by the clear acknowledgement by NSC in the Draft Housing Strategy of the primacy of human life in developing any and all regulation of land use and other regulatory regime formulation and implementation, [REDACTED] calls for direct reconsideration given the extent of the local and national housing challenges of the following when formulating the final Housing Strategy:

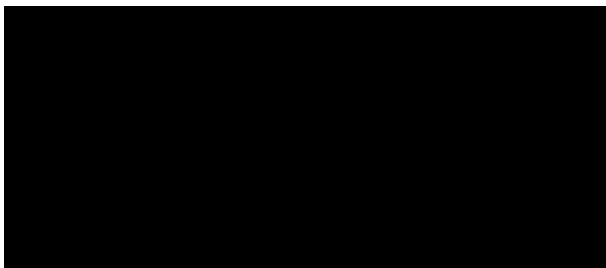
- ***Protect the green wedge from incompatible use and development.***  
The opacity of “incompatible” should be addressed or amended to introduce a responsible and considered amendment
- ***Limit subdivision in rural areas to minimise fragmentation of rural land and maintain vistas.***

This limitation falls foul of [REDACTED] repeated representations regarding the inaccurate and spurious use of the minimum lot size for subdivision being applied to any existing lot application for dwellings which has been prevalent and highly damaging for a significant number of applicants since well before 2016 .

[REDACTED] calls on NSC to move to clarify and rectify this long disputed and illegitimate provision given the opportunity presented by the current Draft Housing Strategy development process.

[REDACTED] thanks NSC for the opportunity to contribute to the current process and invites direct contact to consult with [REDACTED] and to canvas these and a raft of other areas in the Draft Housing Strategy 2024 before it is settled.

In anticipation of that direct contact (initially by phone to the author whose number is on the email to which this submission is attached) from NSC, [REDACTED] commends this submission as an important step in the ongoing finalization of a comprehensive Housing Strategy for our cherished Green Wedge Shire



---

**From:** [REDACTED]  
**Sent:** Monday, 27 May 2024 11:36 AM  
**To:** Nillumbik  
**Subject:** Housing Strategy, attention [REDACTED]

To whom it may concern,

I attended a meeting run by U3A last week where [REDACTED] gave a precis of the Housing Strategy. I would like to make some comments.

I'm an older person but not yet 'elderly'. My house could fit a family but we are only 2 people. We will stay here as long as we can because of the neighbourhood character, our own and borrowed big trees and my excellent sustainable native garden. The house has a long northerly aspect which is the critical factor for wellbeing.

There are very few single story home units with a bit of land or patio and with a relatively flat landscape and with scope for some garden or trees. I realise that topography is a critical factor.

How can the shire encourage developers to realise the need for these downsizing homes? The 60sm house sounds awful unless one was desperate and it would result in loss of green, extra hard surfaces such as paving and driveways. The straw poll taken at the meeting showed most older people want at least 2 bedrooms in a downsized house.

The Warrandyte model sounds good but I'm aware that there's more land available in that area.

Can council set up a task force to look at downsizing in Nillumbik? I'm not covering large scale independent or dependent living as I know little about what's available. I am interested in Council's possible role in aged care options and incentives.

It was great to hear from [REDACTED] and get more informed about this vital topic.

Kind regards,

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, 27 May 2024 6:20 PM  
**To:** Nillumbik  
**Subject:** Housing strategy. Attn: [REDACTED]

Hi there,

A few thoughts on Incremental Change Zones:

Where there's dual occupancy on one block how to avoid the 'suburban' town house look?

- Minimum setback?
- Minimum green area?
- Minimum hard surface paving?
- Maximum footprint?

Where there's Substantial Change:

- Control the effect of shadowing with a minimum no of direct sun hours -Don't build up to the footpath as in [REDACTED] Disgusting for all.
- Mandate hidden utilities.
- Consider the narrowed road resulting from the build and extra vehicles.

Regards,


[REDACTED]

  
27 May 2024


To Whom It May Concern  
Nillumbik Shire Council  
Draft Housing Strategy Team

**RE: DRAFT NSC HOUSING STRATEGY**

I would be grateful if this submission could be forwarded to the appropriate Officer.

I am concerned that the eastern/upper end of John Street  which is significantly different from the remainder of the street, has been designated in the draft document as an area zoned for “Incremental Change” (Bush Residential 2). It is an atypical Eltham location worthy of protection by Council from in-fill development and would be more accurately and appropriately classified as “Minimal Change” (Bush Residential 1).

Eastern John Street is characterised by:

- an informal hill-top streetscape,
- ‘No Through’ narrow road,
- unsealed crossovers,
- no footpath,
- swale drains,
- dominance of dense indigenous vegetation and mature canopy trees,
- predominantly mudbrick dwellings that are simple in form and are often obscured from view due to the density of native plantings,
- two properties that have heritage listings 
- terminates at a pocket-park planted with indigenous vegetation in the style of acclaimed landscape architect, Gordon Ford’
- has views towards the Diamond Valley and the Kinglake Ranges beyond.

The **Draft Housing Strategy (DHS)**, as presented, appears to ignore the unique character of some areas of the Nillumbik Shire: eastern John Street being one such location. In regard to eastern John Street, **how** will the Housing Strategy:

[refer DHS pp.8 - 10]

- ... respect Nillumbik’s unique neighbourhood character.
- ... strive to maintain the distinctive neighbourhood character, which is highly valued by the community.
- ... navigate bushfire risk of ‘No Through Roads’, steep topography and (urban) environmental settings.
- ... ensure development respects and responds to the existing or preferred valued features or character of an area (PPN 43 – Understanding Neighbourhood Character).

**DHS Strategic Context (State Government Planning Policy: VPPs)** [DHS pp. 18 – 19]

**How** will the Nillumbik DHS **ensure** the following Victorian Planning Provisions are accordingly applied?

Of equal importance, the lines of responsibility for the decision-making processes **must** also be clearly defined in order for the Housing Strategy to be meaningful.

- **12.01-2S Native Vegetation Management:** *Seeks to ensure that native vegetation is not unnecessarily removed or destroyed.*
- **12.05-2S Landscapes:** *Seeks to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.*
- **13.02-1S Bushfire Planning:** *Seeks to strengthen the resilience of human settlements and communities. Importantly, this policy outlines the need to give priority to the protection of human life over all other policy considerations.*
- **15.01-1S Urban design:** *Seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. Design responses should respond to local contextual features including character, cultural identity, natural features, surrounding landscape and climate.*
- **15.01-5S Neighbourhood character:** *Seeks to support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character. Ensure the preferred neighbourhood character is consistent with medium density housing outcomes in areas identified for increased housing.*

With regard to VPP 13.022-1S (Bushfire Planning) above, it is a definite risk to human life if housing density is increased in ‘No Through Road’ locations. Planning Policy, and accordingly the Draft Housing Strategy, must provide for these circumstances.

Further, it is noted, on page 20 of the DHS (Practice Note 91 – Using Residential Zones), that:

- *All residential zones support and allow increased housing, unless special neighbourhood character, heritage, environmental or landscape attributes, or other constraints and hazards exist.*

**The Nillumbik Housing Strategy must identify applicable ‘Objectives’ and specify those Objectives in a ‘Schedule’ relative to such “*Special*” areas as underlined above.**

It is important that Nillumbik Council develop a housing strategy that honours and preserves the unique areas of this beautiful Shire for posterity, not just short-term accommodations (no pun intended) and/or gain.

The State Planning Policy does provide for such Planning flexibility: Nillumbik Council **must** develop a Housing Strategy that is not only practical but also one that protects the natural environment and heritage that makes the Shire unique.

Yours sincerely

[Redacted Signature]



Patron: Her Excellency Professor the Honourable Margaret Gardner AC, Governor of Victoria

CFA Fire Risk, Research and Community Preparedness

CFA Ref: 14000-81781-136413  
Telephone:  
Council Ref: DRAFT NILLUMBIK HOUSING STRATEGY 2024

11 June 2024

Housing Strategy  
Nillumbik Shire Council  
PO BOX 476  
**GREENSBOROUGH VIC 3088**

Dear Sir/ Madam,

#### **SUBMISSION TO PROPOSED STRATEGY**

**Proposal:** Nillumbik Housing Strategy 2024  
**Location:** Whole Shire Strategy

Thank you for providing CFA with the opportunity to comment on the *Draft Nillumbik Housing Strategy*.

Nillumbik is a unique location. It is within proximity to the City of Melbourne and has a picturesque undulating terrain, with large sections of significant vegetation. It is this unique character that both attracts people to the area, but also poses challenges regarding bushfire risk.

This is also compounded by the sensitivity pertaining to environmental issues which often appear in contrast to bushfire safety vegetation management.

It is also well recognised that the Shire of Nillumbik has unfortunately experienced several devastating bushfires during its history. – most significantly in recent times the Black Saturday Bushfires of 2009.

It is prevalent to highlight that much of today's bushfire policy and direction was developed because of such devastation fire events.

It also highlights the critical importance that bushfire safety (protection of life and property from the ravages of bushfire) must be a priority over all other decision-making issues.

It is clear within State policy that future growth must be directed to lower bushfire risk locations away from higher bushfire risk locations.

Accordingly, the direction for any future growth strategy in Nillumbik should focus on lower bushfire risk locations.

It should also focus on potential higher density living, with a defined "hard line" outer limits of township development.




“Infill development” rather than further urbanised sprawl should be a strong consideration to further consolidate the risk of bushfire running into urbanised areas.

While appreciating there may appear conflicting interest between bushfire safety and environmental issues, State Policy is clear – Bushfire safety must take precedence. Accordingly future settlement design strategies should aim to minimise fire risk.

In conclusion CFA supports the draft strategy on the acceptance that bushfire safety is of paramount importance.

Future housing strategy should direct growth into lower risk areas while also consolidation and outer urbanised areas with a solid urban boundary against rural areas – buffered by a well maintained urban/ rural interface fuel managed buffer.

If you wish to discuss this matter in more detail, please do not hesitate to 



.

Yours sincerely,



Hi [redacted]


I wanted to clarify a few things [redacted] picked up after I sent this - there were a couple of notes to myself that I missed when proof reading, I've removed them in red below.

Kind regards,

[redacted]  
[redacted]

[redacted]  
[redacted]  
[redacted]

[dtp.vic.gov.au](http://dtp.vic.gov.au)  
Department of Transport and Planning



*I acknowledge the Traditional Aboriginal Owners of Country throughout Victoria and pay my respect to Elders past and present, and to the ongoing living culture of Aboriginal people.*

OFFICIAL

[redacted]  
[redacted]  
[redacted]  
[redacted]  
[redacted]  
[redacted]

Hi [redacted]

Apologies for the delay in getting our comments on the Draft Nillumbik Housing Strategy to you.

We would be happy to provide additional guidance or meet to discuss in detail any of the feedback we have provided:

[Housing targets & Plan for Victoria](#)

- The DTP Strategy and Precincts team note that they met with Nillumbik on Thursday 23 May in relation to Plan for Victoria and are still progressing work on Housing Targets which is not yet available to share. Housing targets are expected by late 2024 with the release of Plan for Victoria.
- The council should consider the published targets in the *Housing Statement* which is set at delivering 800,000 homes in Victoria over the next decade, and 2.24 million homes by 2051 (around 80,000 a year). The draft Housing Strategy should consider how it contributes to meeting the state target.

Bushfire consideration (Add any additional relevant feedback from response to YR BMO)

- Bushfire risk should be considered early on in the Housing Strategy. This issue has arisen across a number of municipalities and the CFA and Planning Systems have provided advice in relation to how bushfire risk should be addressed in the Housing Strategy.
- There is no evidence in the Housing Strategy of a strategic bushfire risk assessment undertaken to inform where growth should / should not occur. Although the draft Housing Strategy identifies locations constrained by the BMO (e.g. Hurstbridge), it is not clear if the intent is to constrain growth in these areas. For instance, Hurstbridge, St Andrews and Panton Hill are still classified as Incremental Change areas. Will there be additional bushfire risk assessment undertaken to ensure no increase to risk to life / consistent with state policy? Has the council considered alternative locations for growth (areas not impacted by bushfire risk) or are there reasonably appropriate mitigation options available to reduce the risk?
- The Golden Plains Bushfire Risk Assessment is a good example of what high-level bushfire hazard assessment is required to inform the Housing Strategy work (<https://www.goldenplains.vic.gov.au/sites/default/files/2022-09/Golden%20Plains%20Shire%20Strategic%20Bushfire%20Assessment%2012%20April%202022%20v1.0.pdf>).
- While more diverse housing options in Hurstbridge may be considered beneficial for the aging community given the proximity to the train station, the council must also consider the bushfire risk and impact on a more vulnerable group (older population)

Housing change areas & future rezonings

- The draft Housing Strategy uses the phrase 'preferred built form outcomes' which is more accurately describing housing typologies. Built form includes more than typology and heights. There is also shift away from using typologies to explain change areas. The NRZ would not prohibit the development of 'low-rise apartment' development if it is consistent with the provisions in the NRZ (e.g. height, site coverage, etc) as there is no limit to density (X dwellings on a lot) in the zones - the control is based on built-form and preferred character.
- There is also some overlap when using heights to describe housing typologies (e.g. 2-storey detached dwelling, low-rise apartment), and some confusion with notions of typology (e.g. detached, semi-detached, townhouse, apartments) and densities (e.g. dual occupancy, villa units).
- Suggest using one table (rather than fragmented table) as a summary of preferred housing outcomes. Instead of using a tick box method which can be too prescriptive and interpreted as prohibiting certain typologies that the zone would allow, use a description of preferred housing outcomes. The housing typologies can be used as **EXAMPLES** of the expected/preferred change and proposed zoning for each change area that aligns with the council's desired outcomes. Ensure that proposed applied zones do not contradict the change area category and ticks all applicable housing typologies. (see below)

	Minimal	Rural Incremental	Incremental	Substantial
<b>Example housing typologies</b>	Mostly detached dwellings with some semi-detached, townhouses and unit development. <i>(note: consistent description of housing typologies, and removed mention of heights)</i>	Mostly detached dwellings with some semi-detached, townhouses and unit development.	Mostly semi-detached dwellings and detached dwellings with some townhouses and unit development	Mostly unit development, townhouses and semi-detached dwellings
<b>Proposed</b>	NRZ (+overlay), TZ, <span style="background-color: yellow;">[redacted]</span>	TZ, NRZ	NRZ, GRZ, TZ, MUZ	ACZ <i>(note: RGZ if <span style="background-color: yellow;">[redacted]</span>)</i>

residential zones	LDRZ (note: GRZ removed from Minimal change)			any proposed
Proposed maximum heights	Up to 2 storeys	Up to 2 storeys	Up to 3 storeys	3-5 storeys

- Incremental Change is being described as 1-2 storey built-form outcome but lists GRZ as an applied zone. The GRZ is a 3-storey height zone, which is inconsistent with the council's preference of 1-2 storeys. If the desired outcome is 1-2 storeys, the council should consider whether NRZ is more appropriate, noting NRZ can still be identified as Incremental Change if it is accommodating some level of change (change is relative to what is currently there).
- Minimal Change areas should not list GRZ as an applied zone. Minimal Change suggests the area is constrained by some factor (e.g. ESO, SLO) and applying the GRZ is not consistent with the definition of Minimal Change. As per the PPNs, Minimal Change areas in most instances are LDRZ and NRZ+restricting overlay/constraint (e.g. heritage, topographical, environmental) ~~The council should also consider IS SOMETHING MISSING HERE?~~
- Rural Incremental - how is this distinguished from Minimal Change? Absence of reticulated sewerage, townships disconnected from urban areas by GW areas - this could be considered a special characteristic/ constraint which would limit growth (i.e. Minimal Change)
- It is not clear in the draft Housing Strategy how the Neighbourhood Character Strategy and the identified neighbourhood character areas intersect with the change areas. This should form the basis for the Residential Development Framework Plan (see advice in PPN90, page 11).



Kind regards,

[Redacted signature]

[Redacted contact information]

[dtp.vic.gov.au](http://dtp.vic.gov.au)

Department of Transport and Planning

*I acknowledge the Traditional Aboriginal Owners of Country throughout Victoria and pay my respect to Elders past and present, and to the ongoing living culture of Aboriginal people.*

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Nillumbik Shire Council

June 2024

# Nillumbik Housing Strategy Community Reference Group Outcomes Report

wsp



# Question today *Imagine tomorrow* Create for the future

## Nillumbik Housing Strategy Community Reference Group Outcomes Report

Nillumbik Shire Council

WSP

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Melbourne VIC 3000

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wsp.com

Rev	Date	Details
A	15 December 2023	Preliminary draft capturing partial CRG process
B	16 January 2024	Update to reflect feedback from Nillumbik Shire Council
C	18 June 2024	Update to include findings from remainder of CRG process
Final	21 June 2024	Update to reflect feedback from Nillumbik Shire Council

	Name	Date	Signature
Prepared by:	Megan Kelly	18 June 2024	
Reviewed by:	Claire Bärtels	18 June 2024	
Approved by:	David Fleming	18 June 2024	

WSP acknowledges that every project we work on takes place on First Peoples lands.  
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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PS207594-WSP-MEL-CES-REP-001 RevC

Confidential

June 2024



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- Appendix A Terms of Reference and meeting attendance
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# Abbreviations

ACZ	Activity Centre Zone
CRG	Community Reference Group
LDRZ	Low Density Residential Zone
LGA	Local Government Area
MUZ	Mixed Use Zone
NRZ	Neighbourhood Residential Zone
ToR	Terms of Reference
UGB	Urban Growth Boundary

# Appendices

A1	Community Reference Group Terms of Reference (ToR)
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B4.1	Meeting 4 – Reading – <i>Examples of vision statements</i>
B4.2	Meeting 4 – Reading – <i>Examples of objectives</i>
B4.3	Meeting 4 – Reading – <i>Community vision – Nillumbik 2040</i>
B4.4	Meeting 4 – Presentation, Mentimeter results and notes
B5.1	Meeting 5 – Presentation, Mentimeter results and notes
B6.1	Meeting 6 – Reading – <i>Summary of draft Housing Strategy exhibition</i>
B6.2	Meeting 6 – Presentation and notes

## Executive summary

The Shire of Nillumbik is home to approximately 65,000 residents who enjoy a healthy, safe and family-friendly lifestyle. Also known as the Green Wedge Shire, Nillumbik consists of 91 per cent non-urban land outside of Metropolitan Melbourne's Urban Growth Boundary (UGB) and is host to a number of state and national parks. But the shire is not impervious to the current housing crisis. Nillumbik Shire Council's (Council) Housing Strategy dates back to 2001. To address contemporary and future housing development in Nillumbik, Council began working on a new Housing Strategy in 2023. The new Housing Strategy will ensure a range of housing opportunities are available to meet the needs of a changing and ageing population over the next 15 years.

Housing - its design, demand and supply - is a complex issue and with differing views on the optimal approach. Many actors influence the direction of Nillumbik's new Housing Strategy, including:

- Victorian planning authorities and legislation, including the Department of Transport and Planning, the Planning and Environment Act 1987, and the Planning Policy Framework (authority)
- Nillumbik Councillors (political influence)
- The Strategic Planning & Environment team at Council (technical input)
- Shire residents (interest and feedback).

### Housing Strategy Community Reference Group

Council has shown its commitment to community consultation in previous Council strategy development. Council recognises the integral part gathering community feedback plays in not only understanding the needs and aspirations of its community, but the benefit of collaboratively planning for the future of the Shire. In line with this commitment, Council established a Housing Strategy Community Reference Group (CRG) to seek critical input and inform the development of the Strategy.

Six CRG meetings were held between October 2023 and June 2024. The CRG deliberated on complex matters such as changing household composition, demographic changes and the impacts of cost of living on housing. This complexity was reflected in the breadth of views voiced by the CRG. Its diversity ensured contributions from a range of lived experiences and local knowledge of housing needs. It should be noted that in June 2024, the Victorian Government proposed new housing targets for local councils, including Nillumbik Shire Council. CRG deliberations took place prior to the announcement and considered the previous housing target. This does not diminish the importance of the CRG feedback, which provides critical insight into community sentiment and guidance on how the Housing Strategy can respond to residents' needs and aspirations.

The CRG feedback gathered throughout the sessions was subsequently categorised into the following five key themes, which formed the basis and guided the direction of the priority areas in the draft Housing Strategy:

- Affordability
- Ageing in place, repopulation and growth
- Natural environment and sustainable housing
- Nillumbik's unique character and values
- Diverse and innovative housing design.

There was at times a stark difference in views, particularly about priorities. For example, the CRG shared concerns for the growing pressure on roads, services, and local facilities, and voiced concerns that it this would only be exacerbated by developing already built-up areas. The CRG argued that investing in more rural areas of the Shire and/or challenging the Urban Growth Boundary (UGB) could alleviate some of this stress, though not all members shared this sentiment.

The CRG also disagreed on the necessity for more development. Some argued the minimal forecast population increase for Nillumbik did not warrant more development and that further development was likely to have an adverse impact on the environment and/or the neighbourhood character. Others saw the benefit in expanding the Shire's housing supply, depending on where and to what design guidelines.

Other topics were less contentious: the CRG agreed on the need for more affordable, diverse, and practical housing options for residents at every life stage and circumstance. Lived experiences and preferences influenced the solutions suggested, but the sentiment was shared that Nillumbik's largely uniform housing supply (large, inaccessible houses) does not meet the needs of:

- Older residents looking to downsize
- People with a disability
- Multi-generational households, among others.

Community-led housing and a greater focus on developing housing in line with community aspirations could:

- Support youth retention
- Attract people under pressure from the cost-of-living crisis
- Help first-time homebuyers, and essential workers.

There was also a strong shared recognition of the importance of Nillumbik's Green Wedge attributes: its abundant natural spaces and extensive tree canopy are key drivers enticing residents to move to or stay in Nillumbik. These features underpin the Shire's character and is important for the preservation of its flora and fauna, for Melbourne's environment, and to residents more broadly. Accordingly, CRG members emphasised the need to consider climate change and focus on regenerative development. Sustainable housing would help respond to environmental threats such as bushfire risk, maintain the Shire's character, the health of its environment, and strengthen the community's social fabric.

Ultimately, the CRG fulfilled its purpose as a key conduit between the broader Nillumbik community and Council's Housing Strategy project team. The breadth of ideas and feedback discussed by the CRG equipped Council with key insights into housing aspirations and priorities.

# Housing Strategy Community Reference Group

## A new Housing Strategy for Nillumbik

Nillumbik Shire Council is developing a new Housing Strategy to address contemporary and future housing development in Nillumbik.

To inform and support the development of the new Strategy, a Community Reference Group (CRG) was established and provided a community lens to the Housing Strategy project team between October 2023 and June 2024. The CRG deliberated on complex matters such as changing household composition, demographic changes and the impacts of cost of living. This complexity was reflected in the breadth of views shared by the CRG, whose diversity ensured contributions from a range of lived experiences and local knowledge of housing needs.

The oftentimes stark difference in views, including on the priorities of the key themes presented below, was ultimately representative of Nillumbik's housing 'net community'.

## What we heard

The CRG identified five themes as key areas of importance for consideration in the new Strategy. Significant intersectionality exists within the themes, making them contingent on each other's actions.

A brief summary of key comments is presented here, with a comprehensive account of the CRG process and feedback provided in the *Nillumbik Housing Strategy Community Reference Group – Outcomes Report*.



### Affordability

- Demand for affordable housing to support essential workers and first-time buyers.
- Demand for a larger rental market.
- Concerns regarding increasing cost-of-living pressures.



### Ageing in place, repopulation and growth

- Demand for more practical housing options for older residents and people with a disability.
- Housing should be developed in line with people's aspirations, rather than dictated by developers.
- Population growth will lead to an even greater pressure on roads, services and local facilities.



### Natural environment and sustainable housing

- New housing development needs to consider climate change and focus on regenerative development.
- The Green Wedge is important for all of Melbourne – local communities and a healthy environment need to be protected from too much development.
- Sustainable housing reflects the Neighbourhood Character Strategy and can enhance the resilience of the local community.



### Nillumbik's unique character and values

- Units or tiny houses make great options for single people or older people looking to downsize and age in place. However, Nillumbik's 'lifestyle brand' that entices incoming residents encompasses the purchase of a large house in which they live for the remainder of their life.
- Growth shouldn't solely be focused on Activity Centres. Investing in smaller, more remote communities can be equally beneficial. There was some support to challenge the Urban Growth Boundary.



### Diverse and innovative housing design

- Community-led housing creates a multitude of social benefits, including a more resilient community, and should be further developed in Nillumbik.
- Concerns raised over the request for multi-story dwellings versus community desire for detached dwellings on large allotments.
- Diverse housing options should be available and inclusive of all residents at every life stage. Solutions varied based on lived experience and personal preferences.

nillumbik.vic.gov.au

# 1 Project background

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## 1.1 A new Housing Strategy for Nillumbik

Nillumbik Shire Council is developing a new Housing Strategy to address contemporary and future housing development in Nillumbik. The current Housing Strategy dates back to 2001. It is no longer designed to address housing issues and opportunities faced by the Shire.

The development of the 2024 Housing Strategy will ensure a range of housing opportunities for residents, designed to meet the needs of a changing and ageing population for the next 15 years. The Housing Strategy will set a vision for how Council will reflect the current and forecast housing needs of the diverse community by building on the 2021 Census figures and including key goals and actions to support this vision. The Housing Strategy will provide context to housing trends, issues and policies that impact Nillumbik today, and in the future, including local, metropolitan and national matters.

The Housing Strategy will further identify areas of change across Nillumbik's residential areas. It will consider intersecting strategies, such as Council's Neighbourhood Character Strategy, and any constraints to the Shire's development and growth (i.e. access to transport, services and infrastructure).

In June 2024, the Victorian Government announced a new housing target for Nillumbik. This took place after completion of the CRG process summarised in this report, thus CRG deliberations are set in the context of the previous housing target. The CRG feedback still plays a significant role in guiding the Housing Strategy and informing how it can address community needs and aspirations. The introduction of the new housing targets does not diminish the importance of the views shared by the CRG and will continue to be considered by Council. In a future draft Housing Strategy, Council will also reconsider housing needs in the context of the new target.

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## 1.2 Housing Strategy Community Reference Group

To inform and support the development of a future Housing Strategy, Council decided in June 2020 a Community Reference Group (CRG) and a new Neighbourhood Character Strategy (a guiding document for the design and placement of new development in residential areas) would be essential to supporting this process. Following three rounds of community engagement, the Neighbourhood Character Strategy is now complete and was adopted by Council in 2023.

The purpose and function of the CRG was to provide critical input into the development of the new Housing Strategy. The CRG's purpose was to:

- Consider extensive background information to inform the draft Nillumbik Housing Strategy 2024
- Provide local knowledge, ideas and feedback to the Housing Strategy project team about housing provision within Nillumbik.

The diversity of the CRG members ensured contributions from a range of lived experiences and local knowledge of housing needs.

- Specifically, the role of the CRG was to: *"To consider a wide range of information needed to support the development of the municipal housing strategy for Nillumbik Shire Council and to provide views at various stages of the project."*
- *Contribute ideas and feedback based on lived experience and local knowledge of housing needs in Nillumbik.*
- *Engage in discussions about the planning policy and planning scheme context of the Housing Strategy 2024 and how to meet the State Government's requirements.*

- *Understand what Council has previously heard from the Nillumbik community on housing in relation to other strategic work that Council has undertaken to date.*
- *Explore data and information about housing and discuss what this means for the Housing Strategy 2024*
- *Assist with identifying the themes, vision and objectives that the Housing Strategy will address.*
- *Provide feedback on the first draft of the Housing Strategy that is prepared for wider public consultation.*
- *Provide advice about how to promote the draft Housing Strategy to the public and to encourage their feedback.*
- *Following the public exhibition of the draft Strategy, provide feedback on submissions made by the public and advice on appropriate responses that maintain the State Government's planning requirements for a Housing Strategy.*
- *Review project deliverables and documentation as required."*

(CRG Terms of Reference, Nillumbik Shire Council, 2023)

The CRG is not a decision-making body and did not require voting protocols or similar mechanisms. The CRG provided a view about housing representative of the Shire's community.

To help ensure diversity in the CRG, Council developed comprehensive Terms of Reference (ToR) (see Appendix A1) and an application form to support the selection process (for more detail see 2. *Methodology*). Twelve community members were appointed to the CRG in September 2023 and informed the development of the Housing Strategy between October 2023 and June 2024.

WSP was engaged by Council to inform the CRG member selection, chair the six CRG meetings and present CRG feedback in this summary report.



## 2 Methodology

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### 2.1 CRG membership criteria and recruitment process

Council launched a recruitment program inviting Nillumbik residents to submit Expressions of Interest for CRG membership between August and September 2023. EoI were submitted by completing an application form that responded to comprehensive CRG ToR. To help achieve diverse representation, the application form requested information that would enable Council to meet as many of the following ToR criteria as possible:

- *At least one resident from each of the Shire's land use zones that allow residential use:*
  - *Low Density Residential Zone (LDRZ)*
  - *Township Zone (TZ)*
  - *General Residential Zone or Neighbourhood Residential Zone (NRZ)*
  - *Activity Centre Zone (ACZ) or Mixed Use Zone (MUZ)*
  - *A resident in the Green Wedge and outside the Urban Growth Boundary (UGB) in order to provide a rural voice on the CRG.*
- *Age range, capturing variety of service age groups, e.g. young workforce, parents and homebuilders, empty nesters and retirees.*
- *Living situation, e.g. homeowners, renters and owners of investment properties.*
- *Property type lived in, e.g. house, unit, apartment building or other type of accommodation.*
- *Stage of life, such as being a first home buyer, a downsizer, or a carer.*
- *Living status and circumstances, e.g. parents (including sole parents and carers), people without children, living in shared housing or aged care, or having experienced homelessness or insecure housing.*
- *Employment status, e.g. full-time, part-time, unemployed, retired, or studying.*

(CRG Terms of Reference, Nillumbik Shire Council, 2023)

The application form also contained optional questions, including if an applicant:

- Works hours that above the national median figures
- Identifies with the LGBTIQ+ community
- Has a disability or is a carer.

Council promoted the recruitment process through its digital channels and internal networks, aiming to reach a wide and diverse audience to establish a representative CRG.

### 2.2 Establishing the CRG

Council received 31 applications, which it provided to WSP to assess suitability for the CRG. To establish a diverse CRG addressing the ToR, WSP conducted a quantitative and qualitative analysis of the applications received. The analysis included age range, living situation and employment status. The process examined individual applicants' responses and suitability for the CRG, while ensuring that the CRG addressed the maximum number of criteria.

Due to the limited number of applicants, the CRG's final composition did not meet all ToR criteria. For example, the CRG did not include a community member who is currently renting. This was because any renting applicants did not

otherwise meet sufficient criteria, or other applicants had already met those criteria. In line with the ToR, WSP developed a shortlist of 15 applicants (including reserves) for Council review and confirmation.

Before the CRG process began, or in its early stages, three appointed CRG members notified Council and excused themselves from the consultation process. Reserve members filled their positions. Two members only attended one meeting for reasons unknown (see Appendix A2) for CRG meeting attendance details). Table 2.1 details the CRG composition from November 2023 until the end of the CRG process.

Table 2.1 CRG composition

Criteria	Composition
Gender identity	<ul style="list-style-type: none"> <li>— Six female members</li> <li>— Six male members</li> </ul>
LGBTIQA+	<ul style="list-style-type: none"> <li>— At least one member</li> </ul>
Aboriginal or Torres Strait Islander	<ul style="list-style-type: none"> <li>— At least one member</li> </ul>
Age	<ul style="list-style-type: none"> <li>— 25-34 (<i>2 members</i>)</li> <li>— 35-49 (<i>4 members</i>)</li> <li>— 50-59 (<i>3 members</i>)</li> <li>— 60-69 (<i>2 members</i>)</li> <li>— 70-84 (<i>1 member</i>)</li> </ul>
Planning zones	<ul style="list-style-type: none"> <li>— Low Density Residential Zone (LDRZ) (<i>2 members</i>)</li> <li>— Township Zone (TZ) (<i>1 member</i>)</li> <li>— General Residential Zone (GRZ) or Neighbourhood Residential Zone (NRZ) (<i>6 members</i>)</li> <li>— Activity Centre Zone (ACZ) or Mixed Use Zone (MUZ) (<i>1 member</i>)</li> <li>— Resident in the Green Wedge and outside the Urban Growth Boundary (UGB) in order to provide a rural voice on the CRG (<i>2 members</i>)</li> </ul>
Suburbs / townships	<ul style="list-style-type: none"> <li>— Diamond Creek (<i>1 member</i>)</li> <li>— Wattle Glen (<i>1 member</i>)</li> <li>— Plenty (<i>2 members</i>)</li> <li>— Eltham, Eltham North (<i>6 members</i>)</li> <li>— Hurstbridge (<i>1 member</i>)</li> <li>— Yarrambat (<i>1 member</i>)</li> </ul>
Living situation	<ul style="list-style-type: none"> <li>— Homeowners (<i>12 members</i>)</li> <li>— Owners of investment properties (<i>3 members</i>)</li> </ul>
Property type	<ul style="list-style-type: none"> <li>— House (<i>10 members</i>)</li> <li>— Unit or apartment building (<i>2 members</i>)</li> </ul>
Lifecycle	<ul style="list-style-type: none"> <li>— First home buyer (<i>3 members</i>)</li> <li>— Downsizer (<i>3 members</i>)</li> <li>— Other (<i>6 members</i>)</li> </ul>
Living status	<ul style="list-style-type: none"> <li>— Parents/carers of children (<i>6 members</i>)</li> </ul>

Criteria	Composition
	<ul style="list-style-type: none"> <li>— Large household (3 or more dependents) (<i>2 members</i>)</li> <li>— Living alone (<i>2 members</i>)</li> <li>— Other (multi-generational household) (<i>2 members</i>)</li> </ul>
Employment status	<ul style="list-style-type: none"> <li>— Full-time (<i>7 members</i>)</li> <li>— Casual (<i>1 member</i>)</li> <li>— Retired (<i>4 members</i>)</li> </ul>

## 2.3 CRG meetings

WSP chaired six CRG meetings between October 2023 and June 2024. Each meeting was held in person at Council offices in Greensborough, and via Zoom, except the final meeting, which was virtual only, on Zoom. Council's Housing Strategy project team attended and, occasionally, other Council staff.

Council developed meeting objectives (see *Table 2.2*). Council and WSP together developed meeting agendas, presentations and collateral. Meeting agendas were shared with CRG members one week before meetings, and meeting presentations (including CRG feedback provided during sessions) five days post-meeting. CRG members were also invited to provide additional feedback via email, phone, and an exclusive Participate Nillumbik CRG online forum.

Council could only consider CRG recommendations and feedback where a quorum/majority of members attended. The quorum of seven CRG members was not met in two of the six meetings (meetings three and six).

Table 2.2 CRG meeting topic summary

Meeting	Topic summary
Meeting 1	<b>Planning context and overview</b> This session provided the CRG with background information on the planning policy and planning scheme context of the Housing Strategy 2024. This included learning what the State Government's expectations are for the development of a municipal housing strategy. the CRG also spent time getting to know each other, and discussing the CRG ToR and the CRG's session preferences.
Meeting 2	<b>What have we heard about housing?</b> Discussion focused on what Council had previously heard from the Nillumbik community on housing (e.g. through previous public consultation on the Climate Action Plan, Neighbourhood Character Strategy, Municipal Planning Strategy and other strategic work). CRG members contributed their own stories and information about housing in Nillumbik.
Meeting 3	<b>Data</b> The CRG explored housing data (e.g. the trends in the Shire's population trends and characteristics, demand for different types of housing, and what housing the Shire will need based on the population forecasts).
Meeting 4	<b>Housing Strategy 2024 structure and contents</b> Discussed the general structure of the Housing Strategy and key objectives, and a draft Housing Strategy vision.
Meeting 5	<b>Draft Housing Strategy – Preparing for public exhibition</b>

Meeting	Topic summary
	Reviewed a first draft Housing Strategy and shared ideas on how to promote it widely during the five-week public exhibition period. The CRG also learned about the decision-making behind identifying housing change areas on housing framework maps, and how to test the mapping.
Meeting 6	<b>Final meeting - After public exhibition has concluded</b>  The CRG explored feedback from the public on the draft Housing Strategy and discussed how to appropriately respond to the feedback, considering what can and cannot be changed to meet the State Government's planning requirements and expectations.

During meetings, WSP captured feedback via the meeting presentation, which served as a note-taking tool. On two occasions, WSP used the online feedback tool *Mentimeter* so CRG members could share feedback to specific questions anonymously, in real time. These methods enabled a transparent process and reassured CRG members their ideas and feedback were being captured accurately and recorded for Council’s consideration in the developing the Housing Strategy.

## 2.4 Analysis of CRG feedback

WSP conducted a qualitative analysis of the CRG feedback provided in each meeting. This report presents a summary of findings from the CRG process. These have been categorised into respective meetings or key themes. The findings were identified based on how often a topic was raised, the associated sentiment, and how strongly CRG members agreed or disagreed with each other.

The five themes listed in 3.3 *Key Themes* were identified not only meeting by meeting, but also when reviewing all meeting reports in their totality.

## 3 What we heard

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### 3.1 Overview

This chapter presents the content and findings from the CRG meetings in chronological order, within key themes the CRG identified as priorities. CRG members prepared for meetings using Council's provided pre-reading or other documentation. They joined meetings in person or via Zoom. Alongside feedback during meetings, some CRG members shared links, information or additional feedback outside of meetings, via the CRG portal, email, or in-person discussions with Council representatives. This report does not include that feedback.

The CRG deliberated on complex matters, including changing household composition, demographic changes, the impacts of cost of living and how to best respond to conflicting submissions received during the Housing Strategy's public exhibition. This complexity was reflected in the breadth of views shared by the CRG. The CRG's diversity ensured contributions from a range of lived experiences and local knowledge of housing needs. The varying feedback and views from the CRG members, as demonstrated below, were ultimately representative of Nillumbik's housing 'net community'.

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### 3.2 Key findings by CRG meeting

#### 3.2.1 *Meeting 1: CRG Inception meeting – Planning context and overview*

The CRG inception meeting focused on understanding policy planning and background information for a new Housing Strategy for the Shire. Contextual setting included the discussion of existing relevant policies and state and local government regulations. Council reiterated the CRG purpose, its level of influence on the new Housing Strategy, and ToR. Members introduced themselves. Some members expressed some concern over a lack of certain representations within the CRG; Council noted there were criteria that had not been met by any applications.

The CRG also questioned the influence of the Victorian Government's new Housing Statement on Council's ability to plan. Council informed members it is waiting for publication of a complete list of amendments but noted that as Nillumbik is not in an identified growth corridor, it would not be as affected as other LGAs. Additionally, part of the Planning Scheme Amendment, VC243, altering the State Government's ability to make decisions with no third-party appeal rights will relate more to the Shire's neighbourhood character rather than to housing. As the planning scheme cannot be amended until the Housing Strategy is adopted, Council stated that completing the Housing Strategy in a timely manner, rather than delaying for the full Housing Statement from the Victorian Government, was in the Shire's best interest.

Refer to Appendix B1 for further detail on Meeting 1.

#### 3.2.2 *Meeting 2: What have we heard about housing?*

Council summarised findings and feedback from previous public consultation. This provided an opportunity for CRG members to contribute their own stories and experiences of housing in Nillumbik. The CRG considered the six themes listed in the Housing Summary Paper (*Affordability; Diversity; Accessibility; Housing for older residents; Density; Natural environment and neighbourhood character*) and discussed the status and implications of each in present day Nillumbik.

All themes were recognised as important aspects to the community and should be considered in the 2024 Housing Strategy. Section 4.2 *Key Themes* describes in more detail the themes discussed in this and following meetings.

Council also received feedback from CRG members relating to the findings of previous public consultation programs for other Council strategies. This included the CRG requesting Council provide definitions of the themes in the future Housing Strategy, and the necessity for more recent community feedback. The CRG noted that the community context

post-pandemic is different from when Council last captured community views in 2016, for the Housing Issues and Options Paper. So, the 2016 community consultation results may no longer accurately reflect Nillumbik today.

Some CRG members also noted the relationships between factors of the housing challenges in Nillumbik.

Refer to Appendix B2.1 for further detail on Meeting 2.

### **3.2.3      *Meeting 3: Data***

Only six CRG members attended the third CRG meeting so it did not meet quorum. Council explained the meeting could proceed, but reference would be made in the report provided by WSP (this document). Council communicated more before the remaining three meetings to help ensure quorum.

The third meeting explored relevant data sets and population forecasting for Nillumbik. CRG members were also presented with data for surrounding, metropolitan and interstate LGAs, for comparison. With data showing demographics, dwelling numbers, activity centres and public transport, Council highlighted the current population characteristic trends and demand for different types of housing. This information allowed the CRG to highlight the trends it believed should be prioritised and addressed in the 2024 Housing Strategy, including housing types and location opportunities.

CRG members remarked the lack of qualitative data provided an incomplete outlook and restricted context on what was motivating people within the Shire. The CRG noted the Housing Strategy is a great opportunity to support current and forecast population and dwelling data, but emphasised it will not resolve all identified issues within the Shire. Therefore, the CRG would like to see transport, services and infrastructure considered in conjunction with the Housing Strategy.

The CRG was surprised that Nillumbik's population is forecasted to decline, with low growth over the next 10-15 years compared to other LGAs nationally, and to an increasing metropolitan Melbourne population. The CRG voiced concern that a declining population would worsen cost of living in the Shire and continue to price out current and incoming residents, particularly younger and senior people.

A CRG member noted the majority growth occurring in Nillumbik's Major Activity Centres may restrict the growth of smaller communities. CRG members noted the Housing Strategy needs to match supply with demand while maintaining the character of each town.

Refer to Appendix B3.1 for further detail on Meeting 3.

### **3.2.4      *Meeting 4: Housing Strategy structure and contents***

The CRG focussed on brainstorming a potential vision and objectives for the Housing Strategy. For inspiration, the CRG drew on examples of vision statements and key objectives from Nillumbik and the housing strategies of surrounding LGAs. Using *Mentimeter*, CRG members responded to questions, prompts or conversations to give opinions and feedback.

CRG members were asked what they hoped housing would look like in Nillumbik in 15 years' time. The members considered the Housing Strategy's vision, and the objectives it should build on. The responses provided correlated to the themes identified in earlier meetings (see *4.2 Key Themes*). Online feedback strongly reflected previous recurring themes, such as Nillumbik's unique character, ageing in place, and affordability.

The meeting concluded with the presentation of a draft vision statement for the CRG's response. WSP crafted the draft throughout the meeting to capture the essence of CRG responses and show how the CRG could influence the Housing Strategy 2024 vision. Members provided feedback on the draft statement, suggesting it should focus on housing development in a way that considers people first, and housing and infrastructure that supports the existing community character. Following the meeting, WSP simplified the draft vision to a list of the key themes. This alteration was reflected in the meeting minutes shared with the CRG.

Refer to Appendix B4.4 for further detail on Meeting 4.

### 3.2.5 Meeting 5: Draft Housing Strategy – Preparing for public exhibition

The fifth CRG meeting sought CRG feedback on the draft Housing Strategy, a confidential working draft having been shared before the meeting (not included in this report). The meeting included in-depth discussion, complemented by *Mentimeter*. The meeting focussed on key areas of the Housing Strategy the CRG could most influence, including vision, priority areas, and goals, objectives and actions. At the time of the meeting, the priority areas were ‘*support housing affordability; ageing in place and housing diversity for all; Nillumbik’s unique character and environment; townships; innovative and sustainable housing design*’. The goals were 1) *Supporting housing affordability, ageing in place and housing diversity*, 2) *Supporting Nillumbik’s unique neighbourhood character and environment*, and 3) *Facilitating innovative and sustainable housing design*.

When asked about the draft vision, four of the eight members in attendance agreed it reflected the desired future state of Nillumbik, while the other half found elements were missing. Those members recommended including the Shire’s distinct architecture, and the need for its protection through actions presented in the Housing Strategy. Some also thought the vision should be more community-focused, rather than a Council vision. Much of the feedback provided in response to the vision was also applicable to the draft Housing Strategy as a whole as further outlined below.

In response to the priority areas in the draft Housing Strategy, half of the CRG agreed these captured Shire housing priorities. The other half identified missing elements. They believed the priority areas do not sufficiently recognise Shire challenges (e.g. bushfires), and suggested reconsidering the grouping of the priority areas.

Four of the eight CRG members agreed that the draft Housing Strategy’s goals, objectives and actions capture *how* Council will deliver on the priority areas. However, they said more transparency was required on the mechanisms of delivery for each goal, and a greater focus on education about sustainable living. Throughout the session, concerns were also raised on the focus of quantitative over qualitative data, and placing community at the centre of the Housing Strategy.

The majority of CRG members agreed the length and technicality of the draft Housing Strategy is too challenging for general consumption. A more visually engaging document with graphs, charts and an executive summary would help improve public accessibility (one CRG member noted that, length aside, it was a logically structured document). Council noted that this was a working, and therefore incomplete, draft, with these elements to be added prior to public exhibition.

Council agreed that prioritising the areas of vision and actions would increase community input for the document, but noted background information was critical to understanding Council’s position and role in the Housing Strategy. Some CRG members expressed concern at the level of influence the CRG is presented as having had on the process and suggested including the detail on the CRG process in the Housing Strategy’s appendix instead of its main document.

Lastly, the session also sought high-level feedback on Council’s approach to seeking feedback on the draft Housing Strategy from the public, scheduled for mid-2024. Council presented its engagement plan, outlining key avenues, channels and target audiences with the aim to identify any additional opportunities. CRG members shared information and contact details for a number of community groups, and many agreed that it would be beneficial to engage the Shire’s youth.

Refer to Appendix B5.1 for further detail on Meeting 5.

### 3.2.6 Meeting 6: Final meeting – After public exhibition has concluded

Six CRG members attended the final meeting, therefore not meeting quorum. Council explained the meeting could proceed, but reference would be made in the report provided by WSP (this document).

In the final CRG meeting, Council presented data and initial qualitative findings from the public exhibition (surveys and written submissions). The CRG was then asked to set aside personal views, and deliberate how Council could best respond to the often-conflicting community feedback, thus reaching net community benefit.

The CRG expressed interest in the mix of responses received. Goal One (*Supporting housing affordability, ageing in place and housing diversity*) was more strongly opposed to than others (19% opposed or strongly opposed), but it was



difficult to discern which aspect was found unsatisfactory by survey respondents. The strong support for the goal (72%) resulted in a debate as to whether the goal should be altered to at least be more nuanced. Council acknowledged the opposition as significant. There were also calls from the CRG for additional safeguards to balance housing development with ecological preservation and a greater focus on this in Goal One.

One member noted a discrepancy between the draft Housing Strategy and the CRG discussions, particularly regarding the distribution of housing and community spaces. They reiterated decentralising growth would alleviate growing pressures on the busy and built-up activity centres. The member noted that this was not fully captured in the Housing Strategy but the CRG also did not fully agree with this proposed solution. Council also noted the forecasted population growth can be housed within the existing UGB, making the argument for the expansion of the UGB difficult. Council noted this could be investigated outside of the Housing Strategy.

Given the Shire's low forecasted population growth, one of the smallest in Melbourne, there was concern among the CRG about the potential impact on the cost-of-living. One CRG member suggested that a goal be introduced to navigate the balance between population growth, affordability, and maintaining the local character, considering the long-term sustainability of living costs in Nillumbik.

The CRG also noted a potential disconnect between the Housing Strategy objectives and outcomes, particularly in the enforcement of building regulations and accountability of construction firms. The CRG called for more compliance officers with authority to enforce adherence to design guidelines. Design compliance would ensure the community's opposition to uniform 'box buildings' is respected and the CRG continued to advocate for side-by-side use of the Neighbourhood Character Strategy and the Housing Strategy. Council agreed that emphasising elements such as sustainable design within the Strategy is essential, as it empowers statutory authorities to hold developers accountable.

The CRG also observed Housing Strategy goals vary in their perceived level of action and impact, with Goal One being the most actionable and, consequently, the most debated among survey respondents. The CRG suggested stronger leadership and decisive action are necessary to effectively implement these goals. Furthermore, the CRG emphasised the need for designs that foster social cohesion, connecting people with each other and the environment. While co-housing was mentioned as a potential solution, it was noted that it typically attracts like-minded groups rather than promoting broader community integration. The CRG suggested highlighting the connection between Goal One and Goal Three, asserting innovative design can complement sustainable practices and community resilience, contributing to social cohesion.

On request, Council provided the CRG with some preliminary demographic information: survey respondents were predominantly female and most respondents were older, highlighting the challenge of engaging younger demographics. The CRG recognised this as a missed opportunity, and said it reflected the Shire's challenge of keeping and attracting young residents. Council noted it was still reviewing submissions and more accurate demographic details could be made available at a later date. These would provide a more comprehensive understanding of community sentiments.

Refer to Appendix B6.2 for further detail on Meeting 6.

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### 3.3 Key themes

WSP's qualitative analysis of CRG discussions throughout the lifecycle of the CRG's process identified the following five key themes:

- 1 Affordability
- 2 Ageing in place, repopulation and population growth
- 3 Natural environment and sustainable housing
- 4 Nillumbik's unique character and values
- 5 Diverse and innovative housing design.



These themes intend to present areas of importance as identified by the CRG. Council has, at the time of writing, adopted these themes in the draft Housing Strategy, albeit not verbatim.

CRG feedback from all meetings has been summarised against the most relevant theme.

### **3.3.1      *Theme 1: Affordability***

- Increased financial pressures from Council rates on existing and long-term residents, creating a local economy of the asset rich, but cash restricted.
- CRG questioned how Nillumbik's previous Housing Strategy differed from those of nearby LGAs, whose suburbs have recently become more financially viable than Nillumbik.
- Limited rental accommodation driving up the rental market and isolating/restricting incoming residents.
- Cost of living crisis affects essential Shire workers more. This is likely to increase due to the heightened requirement for essential workers in Nillumbik and surrounding LGAs. Essential workers should be encouraged and incentivised to live in Nillumbik.
- First time buyers are often priced out by increasing housing costs.

### **3.3.2      *Theme 2: Ageing in place, repopulation and growth***

- Multi-storey houses are not preferred for older residents and people with a disability - these groups have difficulty finding small, manageable houses, which suit their needs.
- Intergenerational communities are drawn to the Shire and support population growth but there is not enough appropriate housing.
- Housing should be developed in line with people's aspirations (e.g. neighbourhood character, accessibility), not dictated by developers.
- The area's topography needs to be considered in planning for housing for older residents and young families and how people can access facilities with less reliance on cars. This also creates challenges for land and housing development.
- Any population growth will lead to increased pressures on roads, services and local facilities, already under significant pressure.

### **3.3.3      *Theme 3: Natural environment and sustainable housing***

- The Housing Strategy needs to consider the deterioration of the natural environment: too much deforestation is occurring to make room for development, there needs to be a focus on regenerative development that protects and enhances nature.
- Subdivision should occur with environmental considerations at the fore. Protecting Nillumbik's biodiversity is also an economic strategy and consideration in agricultural areas.
- The Green Wedge is important for all of Melbourne and the Housing Strategy must recognise that Nillumbik holds benefits that reach beyond the Shire, there is therefore a need to support communities in maintaining a healthy environment.

### **3.3.4      *Theme 4: Nillumbik's unique character and values***

- Subdivisions are inevitable but should also maintain street appeal and protect the environment.
- Low-medium density options are more appropriate to the Neighbourhood Character Strategy. Units or 'tiny houses' would address lack of housing options for single people or those wanting to downsize, and allow for people to age in place.

- Once residents purchase land and a house, they often live in the Shire for the remainder of their life. It is part of the Nillumbik 'brand'.
- The Housing Strategy should align with the Neighbourhood Character Strategy and support Nillumbik's unique character and values.
- How should the location of new housing development be determined? The needs for different demographics and the topography should be considered.
- Focusing population growth on Major Activity Centres is not necessarily the most effective or holistic approach; the growth and development of smaller, more remote communities is equally beneficial.

### **3.3.5      *Theme 5: Diverse and innovative housing design***

- Current lack of diverse housing options creates barriers to incoming residents or existing residents looking to downsize, and they may find themselves leaving the Shire.
- The CRG is open to reconsidering existing subdivision of land – there is support for an increase in housing stock but building standards need to be considered for longevity.
- Reduce reliance on townhouse models to allow for wider demographic use and increased accessibility.
- Topography would need to be considered; current developments do not seem to cater to the majority.
- Housing should be sustainable to enhance the resilience of the community and reflect the Neighbourhood Character Strategy.
- Diverse housing options should be available and inclusive of all residents at every life stage.
- Access to transport and facilities need to be considered; there are insufficient options for people requiring mobility aids.
- Community-led housing creates a multitude of social benefits but currently has been a difficult initiative to introduce to the Shire.

## 4 Conclusions

Housing is a complex and personal issue, as underlined by the discussions with the 12 diverse Nillumbik community representatives, who comprised the CRG. It is clear meeting all needs and aspirations in a manner that is also compatible with legislation is a virtually impossible. But there is a significant opportunity to develop a Housing Strategy that responds to the key priorities shared by a significant proportion of Nillumbik residents.

In developing the new Housing Strategy, WSP recommends that Council consider these key aspects:

- **Accessibility and affordability.** Nillumbik's population is not projected to grow significantly, but it will continue to age. In planning for the design of housing options that meet this demographic's needs, considerations should also include people with a disability, their carers, and multi-generational households. Placing accessibility at the forefront of design holds advantages for the majority of the population and offers more suitable housing options. Diversifying housing in this way may also reduce the cost barrier for renters and homeowners for whom the current supply of Nillumbik's large and oftentimes inaccessible homes is not suitable.  
  
Combining considerations of accessibility and affordability with environmentally-friendly material and building practices could strengthen community physical and social resilience and self-sufficiency.
- **The protection and enhancement of the attributes that make Nillumbik the Green Wedge Shire.** The natural beauty of Nillumbik is a key driver for people seeking to move to the Shire, and keeping people. Maintaining this appeal could contribute to youth retention in the area. There is also a deep and genuine passion in the community to protect the flora and fauna, particularly in the face of the global climate crisis and resulting biodiversity loss. This strengthens the argument for sustainable new home design, with design guidelines that leave a smaller footprint and anticipate disaster resilience, while in keeping with Nillumbik's unique neighbourhood character.
- **Investing in townships and activity centres with consideration for infrastructure impacts/consequences.** Infrastructure and services are already under significant stress, with road congestion particularly exacerbated. This creates barriers to access to and from the Shire more broadly but also puts pressure on car, public and active transport infrastructure at a more local scale. Considerations for the type and location of future housing must include the implications for existing and future transport and facility infrastructure, and vice versa. Planning for housing in combination with public infrastructure should again consider the broad range of needs of the population, particularly with regards to mobility and access.
- **Social cohesion.** The feedback presented throughout this report and conclusions noted here are all underpinned by a shared aspiration of the Nillumbik community to remain a healthy and connected community that thrives. In planning for the future of housing, Council must acknowledge and consider that housing goes beyond the supply of a place to live – in and outside of the home, communities interact and form relationships. Ensuring this can continue should be a key priority for Council.

In establishing a CRG, Council exceeded the bare consultation requirements. The benefits of the CRG are clear. Council has received critical, in-depth community-representative feedback on Nillumbik housing, which it has and will continue to draw on in the development of the Housing Strategy. Beyond this, Nillumbik has also gained informed members of its community who can represent, discuss and advocate on behalf of the community for better housing outcomes.

## 5 Limitations

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# Appendix A

Terms of Reference and meeting attendance



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# A1 Community Reference Group Terms of Reference (ToR)





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## Draft Nillumbik Housing Strategy 2024 Community Reference Group (CRG) Terms of Reference

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### Acknowledgement of Country

*We acknowledge the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located, we pay our respects to Elders past, present and future, and extend that respect to all First Nations People. We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge that sovereignty was never ceded.*

### Inclusion statement

Nillumbik Shire Council is committed to creating a fair, equitable and inclusive community where human rights are respected, participation is facilitated, barriers are addressed and diversity is celebrated. We support the rights of all people regardless of age, gender, ability or background. We value the diverse and changing nature of our community and understand that some groups and individuals experience more barriers than others.

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## Background / context

This Terms of Reference document outlines how the Nillumbik Housing Strategy Community Reference Group will assist in the preparation of a new Draft Nillumbik Housing Strategy 2024 (*‘the Housing Strategy’ or ‘the Strategy’*). It defines the specific roles and responsibilities of the group and how the group will operate.

### Why do we need a new Housing Strategy?

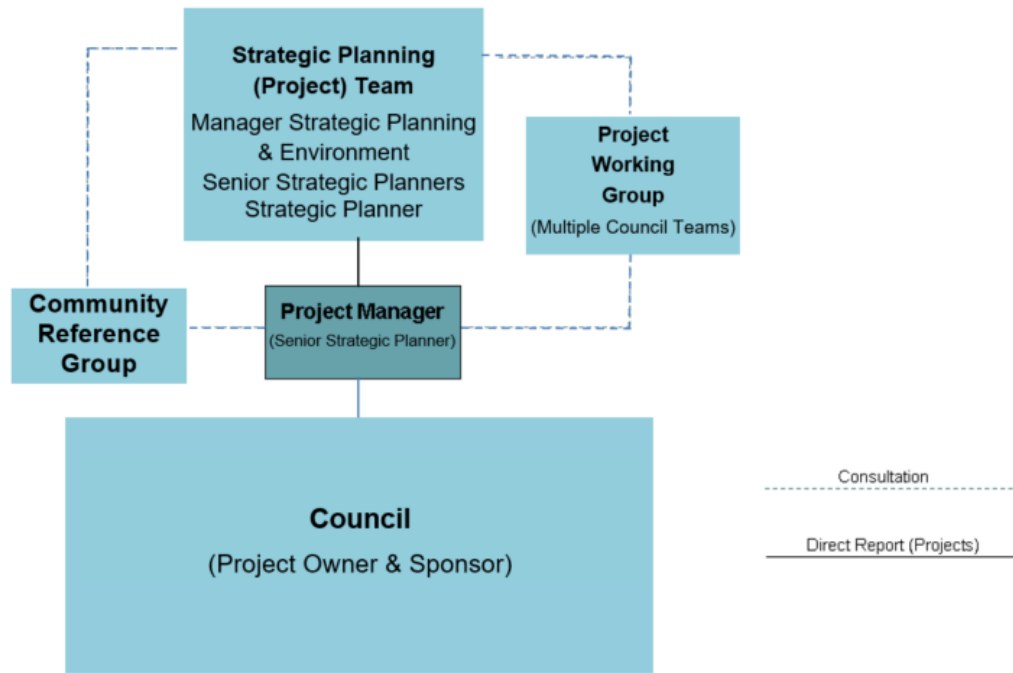
Council's current Housing Strategy is very dated (2001). The new Housing Strategy will ensure that a range of housing opportunities are available across the Shire to meet the needs of the projected population for the next 15 years.

### What will the Housing Strategy include?

The scope of the project is to develop a new Housing Strategy to replace the 2001 Housing Strategy, and includes:

- Identifying State planning policy settings and Practice Notes that the Housing Strategy must be consistent with.
- Examining housing demand and supply within all the residential areas across the Shire, including within the following Residential Land Use Zones:
  - Low Density Residential Zone (LDRZ)
  - Mixed Use Zone (MUZ)
  - Township Zone (TZ)
  - General Residential Zone (GRZ)
  - Neighbourhood Residential Zone (NRZ)
  - Activity Centre Zone (ACZ)
- Acquiring and examining recent data from the Nillumbik community profile, and forecast population data for Nillumbik, which includes 2021 Census figures.
- Examining the ‘areas of influence’ that Nillumbik Shire has in regard to housing, noting local government may only directly influence certain outcomes with regard to land use and other planning, and may only advocate to State and Federal governments in regard to other areas of change. For instance, the Nillumbik Planning Scheme could not be used to encourage ‘tiny homes’ as an affordable housing option unless Building Regulations and the Victoria Planning Provisions were changed to distinguish tiny homes from caravans.
- Identifying some of the key challenges that face the Nillumbik community with regard to acquiring secure housing.
- Identifying land use and development opportunities and constraints that influence location of housing required to support residential development and population growth (e.g. access to transport and community services).
- Identifying a vision for housing provision in Nillumbik across the next 10-15 years, including key objectives to support that vision.
- Mapping housing change areas across Nillumbik’s residential areas, taking into account Council’s draft Neighbourhood Character Strategy and any constraints to development and growth, especially access to transport, services and infrastructure.

Project governance structure diagram



## Terms of Reference – Community Reference Group

### 1. Introduction

<b>Purpose:</b>	The purpose of this document is to set out the terms of reference, composition and operating arrangements of the Draft Nillumbik Housing Strategy 2024 Community Reference Group.
<b>Reporting to:</b>	The Housing Strategy Community Reference Group reports to the Project Manager, Senior Strategic Planner, and the Strategic Planning Project Team. The advice and recommendations from the reference group will be reported to the decision making structure of the project (i.e. Manager Strategic Planning and Environment, and Council), along with a recommendation from the Project Manager.
<b>Purpose/ function:</b>	The purpose and function of the Community Reference Group is to consider a wide range of background information, much of which can be highly technical in nature, that is needed to develop the Draft Nillumbik Housing Strategy 2024, and to provide local knowledge, ideas and feedback to the project team about the provision of housing within Nillumbik.

### 2. Role of the reference group:

The role of the Community Reference Group (CRG) is to:

- To consider a wide range of information, much of it technical, that is needed to support the development of a municipal housing strategy for Nillumbik Shire and to provide views at various stages of the project.
- Contribute ideas and feedback based on lived experience and local knowledge of housing needs in Nillumbik.
- Engage in discussions about the planning policy and planning scheme context of the Housing Strategy and how to meet the State Government's requirements.
- Learn what Council has previously heard from the Nillumbik community on housing in relation to other strategic work that Council has undertaken to date, e.g. Climate Action Plan, Neighbourhood Character Strategy, Municipal Planning Strategy and other work.
- Explore data and information about housing and discuss what this means for the Housing Strategy, e.g. what are the trends in the Shire's population characteristics and demand for different types of housing, and what do we need to plan for based on the population forecasts.
- Assist with identifying the themes, vision and objectives that the Strategy will address.
- Provide feedback on the first draft of the Housing Strategy that is prepared for wider public consultation.
- Provide advice about how to promote the draft Housing Strategy to the public and to encourage their feedback.
- Following the public exhibition of the draft Strategy, provide feedback on submissions made by the public and advice on appropriate responses that maintain the State Government's planning requirements for a Housing Strategy.
- Review project deliverables and documentation as required.

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### **3. Role of individual reference group members**

The role of the individual Community Reference Group (CRG) members is to:

- Contribute their views in the development of the Draft Nillumbik Housing Strategy 2024.
- Attend six (90-minute) scheduled CRG meetings.
- Review relevant documents or reading material that has been circulated prior to each CRG meeting before attending that meeting.
- Support the project's intended goals and outcomes, which is broadly to develop a strategy that is designed to meet the housing needs of the municipality.
- Maintain confidentiality over all project documents and information and CRG discussions.
- Be respectful towards all other CRG members and help to create a safe space and environment that encourages each member to be heard and to make a positive contribution to discussions at CRG meetings.
- Comply with the CRG Member Code of Conduct and Meeting Governance Rules.

In practice, this means:

- We work together to achieve the project outcomes - to ensure all stakeholders' views are heard and that outcomes balance the range of views within the scope of what the Housing Strategy can feasibly seek to achieve.
- We provide views / advice in a timely manner.
- We find creative solutions to issues and ideas.
- We look for solutions that advance the best overall outcomes for the Housing Strategy and the people of the Shire who will be affected by it.
- We strive to accomplish all of the above in a manner that is respectful towards one another.

#### 4. Decision responsibility

<b>Community Reference Group</b>	Review documentation and offer feedback. The Reference group is not a decision making body and does not require voting protocols or other decision making mechanisms; however will help to provide a view about housing that is representative of our housing 'net community'.
<b>Project Working Group:</b>	The internal Project Working Group (PWG) will also provide input to the project and review documentation; however the PWG input will be more technical in nature and is made up of internal council officers each with a specific background to provide such technical input. The PWG will make recommendations regarding the development, exhibition and final drafting of the Housing Strategy that will also consider the input and recommendations of the CRG and any public submissions received during exhibition of the draft Strategy.
<b>Council:</b>	Council will make decisions regarding the public exhibition and final approval of the Housing Strategy that will take into account the advice of the CRG, PWG and Project Team and all public submissions received from the community during exhibition. The decisions of Council will be implemented by the Project Team.
<b>Project Team:</b>	The Project Team (i.e. Strategic Planning Team, including Manager Strategic Planning and Environment) will report to Council in accordance with Council delegations and policy and convey the views and recommendations of the CRG and PWG in Council reporting. The Project team will also implement Council decisions regarding the public exhibition of a draft Housing Strategy and any approval of the final Strategy.

#### 5. Operating procedures

<b>Chair:</b>	The Chair for the Community Reference Group will be an external consultant that will be appointed by the Project Team.
<b>Term of Appointment</b>	The Group shall operate, using these terms of reference, until the final meeting of the CRG, which is scheduled to be held in around late May 2024.
<b>Frequency of meetings:</b>	The Group shall meet six times between 7.00 and 8:30 pm on the dates outlined in the Meeting Schedule (see Attachment No. 1).

<b>Support &amp; Minutes:</b>	The Project Manager or a Council Officer will be responsible for secretariat support including preparation of agendas, minutes, correspondence, reports and other matters that may arise.  Full copies of the meeting minutes, including attachments, shall be circulated to all Community Reference Group members no later than 5 working days following each meeting. Minutes will be provided to Council.
<b>Agenda items:</b>	All the Group agenda items must be forwarded to the Project Manager by C.O.B. 7 working days prior to the next scheduled meeting.  The agenda items will be distributed to members by C.O.B. 5 working days prior to the next scheduled meeting.
<b>Decision Making</b>	The Community Reference Group does not have delegated decision making responsibilities. Views and recommendations made by the reference group will be taken into consideration during the project lifecycle.
<b>Public Statements</b>	Any public statements made by the Chair or ordinary members of the Community Reference Group must be in accordance with Council's media protocol and with the prior approval of the Manager of Strategic Planning and Environment and the Manager of Governance and Communications.

## 6. Community Reference Group (CRG) Member Code of Conduct and CRG Meeting Governance Rules

### AGREED PRINCIPLES

The following outlines the governance model and agreed ways of working for the Draft Nillumbik Housing Strategy 2024 Community Reference Group (CRG).

### Meetings

Six meetings will be held as outlined in the Meeting Schedule (see Attachment No. 1).

Meetings will be organised by Council staff, led by the Strategic Planning (Project) Team. To maximise the meeting's success, Council is responsible for:

- Ensuring all key stakeholders are invited
- Clearly outlining the meeting's purpose
- Distribution of Agenda prior to the meeting
- Arranging a suitable venue and meeting set-up
- Ensuring meeting notes or minutes are taken and participants are informed about what will happen next
- Assisting and supporting the meeting chairperson.

### Chairperson

An external consultant appointed by the Project Team will take the responsibility of chairperson. The chairperson's role includes:

- Being fair and ensuring everyone has the opportunity to participate.
- Keeping the meeting on track and on time.
- Maintaining order by ensuring the rules of conduct are followed.
- Determining what will happen if the meeting does not run smoothly or in keeping with these Agreed Principles.
- Providing sufficient warning to cease uncooperative behaviour.
- If this warning is not adhered to, the Chair will instruct the attendee to leave the meeting.
- The Chair may adjourn a meeting at any stage with short notice in response to this behaviour.

### Membership

Membership on the Draft Nillumbik Housing Strategy 2024 Community Reference Group (CRG) will include:

- Two external consultants appointed by the Project Team to moderate CRG meetings, including Chairperson.
- Representatives from Nillumbik Shire Council (as required).
- Twelve members from the community expressing interest to become CRG members and who are to be selected based on the Community Reference Group (CRG) Preferred Profile.

Members participating in the CRG are responsible for ensuring they:

- Contribute where appropriate to agenda items
- Send apologies in writing to Council if unable to attend
- Turn up on time
- Bring a positive attitude
- Understand that the goal is not necessarily to agree but to gain a deeper understanding of an issue through discussion
- Do not interrupt or distract other speakers
- Comments must relate directly to the matter being discussed
- Observe instructions from the chairperson at all times
- Be fair and respectful at all times
- Respect the confidentiality of members.

### Quorum

Recommendations of the CRG can only take place with a quorum defined as the majority of the total number of community members. A quorum of 7 community members is required.

### Breach of Meeting Principles

Where a meeting becomes uncooperative, the chairperson will take the following steps:

- If a participant is acting in an uncooperative manner, the chairperson will state the problem and remind the person of the agreed Meeting Principals
- Provide sufficient warning about the need for certain behaviour to stop
- If a warning is not effective, the chairperson may adjourn the meeting while the person is asked to leave.

### Reporting procedure

- The CRG is not a decision-making body, it is however a vehicle to consider issues that specifically relate to the development of the Housing Strategy and provide recommendations to Council for consideration through the Project Team.
- Any advice provided by the CRG is encouraged to be reached by consensus. Where differing views may be expressed within the CRG, these views will be reflected in any minutes and reports issued. If agreement can't be reached among CRG community members a voting mechanism could be implemented at the discretion of the Chairperson and the Project Team; however Council Officers will not vote.
- Recommendations made by the CRG will be reported to Council by the Project Team.
- Minutes will be periodically reported to Councillor Briefings and Council Meetings for noting.

### Key Contacts

Tony Augunas, Senior Strategic Planner  
[Tony.Augunas@nillumbik.vic.gov.au](mailto:Tony.Augunas@nillumbik.vic.gov.au)  
(03) 9433 3218

Sarah Shehata, Senior Strategic Planner  
[Sarah.Shehata@nillumbik.vic.gov.au](mailto:Sarah.Shehata@nillumbik.vic.gov.au)  
(03) 9433 3277



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## 7. Community Reference Group (CRG) Preferred Profile

To help ensure the Draft Nillumbik Housing Strategy 2024 reflects the housing needs of our diverse community, we are forming a Community Reference Group (CRG), which will assist in the development of the draft Strategy.

We will engage a range of people with a wide variety of living circumstances and lived experiences to ensure membership of the CRG reflects the wide range of housing demand and experience across the Shire's residential areas.

To help achieve diverse representation, the application form (Attachment 2) has been designed for Council to gather as much of the following information as possible (please see Attachment 2 for more detail):

- At least one resident from each of the Shire's land use zones that allow for residential use (which will be determined from the applicant's address):
  - Low Density Residential Zone (LDRZ)
  - Township Zone (TZ)
  - General Residential Zone (GRZ) or Neighbourhood Residential Zone (NRZ)
  - Activity Centre Zone (ACZ) or Mixed Use Zone (MUZ)
  - A resident in the Green Wedge and outside the Urban Growth Boundary in order to provide a rural voice on the CRG.
- Age ranges that capture a variety of service age groups, e.g. young workforce, parents and homebuilders, empty nesters and retirees, to name a few.
- Living situation, e.g. homeowners, renters and owners of investment properties.
- Property type lived in, e.g. house, unit, apartment building or other type of accommodation.
- To capture a life cycle stage such as being a first home buyer, a downsizer or associated with caring, e.g. for an elderly parent in a dependent person's unit ('granny flat').
- Living status that covers a wide variety of living circumstances, e.g. parents (including sole parents and carers), people without children, living in shared housing or aged care, or having experienced homelessness or insecure housing.
- Employment status, e.g. full-time, part-time, unemployed, retired or student.

Whilst answering questions on the above criteria is mandatory, the CRG application form also contains a range of optional questions, e.g. if income or hours worked are above the national median figures, if an applicant identifies with the LGBTIQ+ community, if an applicant has a disability or is a carer, and other optional questions.

Any information that would be captured in assessing suitability for the CRG is confidential and would not be made publically available.

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## 8. How to Register Expressions of Interest to become a Member of the Community Reference Group (CRG)

You may register your expression of interest to become a member of the Draft Nillumbik Housing Strategy 2024 Community Reference Group (CRG) in the following ways:

- Visit the Draft Housing Strategy page on the Participate Nillumbik website (see link below) and click on the 'Community Reference Group' button to register your interest and answer the questionnaire:

[Draft Housing Strategy | Participate Nillumbik](#)

or

- Complete the application form at Attachment 2 and:
  - Email to [strategic.planning@nillumbik.vic.gov.au](mailto:strategic.planning@nillumbik.vic.gov.au) or
  - Mail to:      Attn Tony Augunas  
                     Strategic Planning  
                     Nillumbik Shire Council  
                     PO Box 476  
                     Greensborough Victoria 3088; or
  - Drop the form off in person at the reception of the Council offices at:  
                     Nillumbik Shire Council  
                     Civic Drive  
                     Greensborough Victoria 3088

**Applications for CRG membership must be submitted before midnight, Wednesday 6<sup>th</sup> September 2023.**

Please call Tony Augunas on 03 9433 3218 or Sarah Shehata on 03 9433 3277 if you require assistance with your application.

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## A2 Meeting attendance

	In person <i>Council offices, Greensborough, Nillumbik Shire</i>	Online <i>Zoom</i>	Total number of CRG members in attendance
Meeting 1 <i>Wednesday 11 October 2023</i>	6	4	10
Meeting 2 <i>Wednesday 25 October 2023</i>	5	4	9
Meeting 3 <i>Thursday 9 November 2023</i>	5	1	6 <i>Note: Meeting did not meet quorum.</i>
Meeting 4 <i>Thursday 23 November 2023</i>	7	3	10
Meeting 5 <i>Wednesday 7 March 2024</i>	4	4	8
Meeting 6 <i>Wednesday 12 June 2023</i>	0 <i>Note: This meeting took place online only.</i>	6	6 <i>Note: Meeting did not meet quorum and one member left halfway through the meeting.</i>

# Nillumbik Integrated Transport Strategy

## Issues and Options Paper for Consultation



Nillumbik Shire Council acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located. We pay our respects to Elders past, present and future, and extend that respect to all First Nations People. We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge that sovereignty was never ceded.

Nillumbik Shire Council is committed to creating a fair, equitable and inclusive community. We value diversity in our community and support the rights of all people regardless of age, gender, ability or background.

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## Executive Summary

Nillumbik Shire Council is seeking to develop an Integrated Transport Strategy (ITS) to set directions for transport planning decisions within the Shire.

The ITS will provide a strategic framework that will guide Council to promote more sustainable transport outcomes, reflecting Council's declaration of a 'Climate Emergency' and our Climate Action Plan 2022-2032.

This Issues and Options Paper provides a description of the role of transport in Nillumbik Shire Council, the key challenges and opportunities and strategic directions.

Nillumbik is home to 65,000 residents and is proudly Melbourne's 'Green Wedge Shire'. The Shire boasts several townships and villages with the activity centres of Diamond Creek and Eltham home to 70% of the Shire's population. Nillumbik presents an idyllic rural setting with the Green Wedge revered locally and regionally for its natural landscapes and biodiversity. Nillumbik is disadvantaged by the dispersal of communities that lack connections and exacerbate the need to use private vehicles to complete daily tasks such as commuting to work, shopping, social and recreational activities. This is highlighted further by private motor vehicle ownership of two or more vehicles being higher in Nillumbik compared to surrounding councils and Greater Melbourne. Further compounding these challenges are relatively scarce public transport choices, accessibility and low use within the Shire.

Transport is a leading contributor to climate change, with private automobiles accounting for a substantial portion of emissions. Over the past years Council has taken significant steps towards encouraging more sustainable forms of transport and land use by creating a series of strategic documents to guide development and prosperity within the Shire. For example, the 2020 Diamond Creek and Eltham Activity Centre Structure Plans set out a framework to encourage urban growth to occur within their activity centres. In 2022 Council declared a climate emergency and adopted an updated Climate Action Plan. Council's Community Vision – Nillumbik 2040 and Council Plan 2021 – 2025, identify a series of aspirations and priority actions to help achieve positive sustainable community benefits for the residents within Nillumbik. One of these priority actions is to develop an Integrated Transport Strategy. Council Plan recognises the importance of developing an Integrated Transport Strategy that builds upon the Integrated Transport Strategies of 2001 and 2010, as well as the 2014 Integrated Transport Statement.

The ITS will seek to build on the principles and objectives established by current and preceding Council strategies. The ability to enable sustainable transport outcomes, such as improving Nillumbik's public and active transport networks, is an essential component for Nillumbik Shire Council to realise its Climate Action Plan.



# 1 Introduction

*Transport is a vital component to Nillumbik as it connects people to activities in their day to day lives.*

As Melbourne's 'Green Wedge Shire', Nillumbik Shire Council is where Greater Melbourne connects with the foothills and natural environment of the Great Dividing Range. The Shire is over 430 square kilometres in area, extending from approximately 25 kilometres north-east of the Melbourne CBD to Kinglake National Park, and is home to approximately 65,000 residents, with the majority (70%) of people living in the activity centres of Eltham and Diamond Creek.

Transport connects people to activities in their day to day lives such as employment, education, healthcare, shopping, and leisure activities. The movement of people and goods into, out of, within and across Nillumbik is primarily through road networks consisting of regionally significant arterials connecting to suburban Melbourne to the south. Nillumbik is serviced by the Hurstbridge railway line connecting key urban areas of Eltham, Diamond Creek, Wattle Glen and Hurstbridge to the metropolitan railway network. Nillumbik also has a network of passenger and school buses that run throughout the Shire and many recreational trails that are used for active transport like walking, cycling and horse riding.

## 1.1 Background

*Council can influence the character of Nillumbik's localities and built environment, including the transport options offered.*

In 2001, Council recognised the importance of integrated transport and adopted the Integrated Transport Strategy. The vision was to decrease car use by promoting walking, cycling, and public transport. In 2014, the Nillumbik Integrated Transport Statement aligned with this vision and outlined Council's responsibilities and actions. The vision for the 2014 Integrated Transport Statement was: "Nillumbik has a transport network that meets the needs of the community and encourages sustainable transport modes".

In May 2022, Council declared a climate emergency and adopted an updated Climate Action Plan (2022-2032). The Climate Action Plan establishes a pathway for Council to work collaboratively to help address the climate change emergency. Enhancing sustainable transport is a key focus area for proactive climate change action.

While Council's directives across its strategic documents over the past 20 years have signalled sustainability focused transport outcomes, there has been limited meaningful movement in the community adopting more sustainable travel choices. Car ownership and use has continued to increase year on year. Providing additional capacity through more road space and parking for additional vehicles is not a sustainable solution, as the increase in trips by private vehicles will continue to outpace road capacity, leading inevitably to more congestion. Conversely, incorporating sustainable modes of integrated transportation can result in improved mobility outcomes and ultimately a cleaner, greener, and more liveable Shire. As the population expands and urbanisation intensifies within the Eltham and Diamond Creek activity centres, it is an opportune time to develop an Integrated Transport Strategy, the primary aim of which is to enhance Nillumbik's sustainable transport choices.

## 1.2      The need for an Integrated Transport Strategy

*Concerted focus is required to enable and encourage more public and active travel choices within the Shire for local trips.*

Changing travel patterns and Nillumbik's physical environment and urban form to favour public and active modes of transport takes time, sustained commitment, and long-term focus. At the same time, there needs to be a refocus away from policies and strategies that unconsciously prioritise private vehicle use. The continued focus on major road infrastructure (such as lane duplication, the oversupply of parking and the low tolerance of congestion) and the recent pandemic (COVID-19) has seen Shire residents continue to favour their car over more sustainable modes of transport.

In 2001, just 25.8% of the Nillumbik population owned three or more vehicles compared to 31.6% in 2021 (ABS 2001 and 2021). These numbers reflect that, whether people have always lived in Nillumbik or have come for short periods of time (for work or education), heavy reliance on private car usage has predominated. To break this nexus, concerted focus is required to enable and encourage more public and active travel choices within the Shire for local trips, particularly around the activity centres where 70% of the Shire's population reside.

Between 2001 and 2021, Nillumbik's population increased by only 6.5%. In contrast, neighbouring local government areas of Banyule and Whittlesea grew by rates of 8.5% and 14.5%, respectively. Notwithstanding this level of population growth, a contemporary ITS is required to optimise the transport network, cater for the accessibility of all residents and balance the community's diverse needs. This strategy prioritises sustainable and efficient modes of transportation for the movement of people and goods, making Nillumbik a more sustainable and liveable place for residents, workers, and visitors.

Transportation not only plays a crucial role in promoting economic growth and socially sustainable development by providing access to various opportunities, but it also has the potential to boost women's productivity, promote gender equality, and enhance mobility for people with disabilities, carers, older people and/or disadvantaged individuals. This strategy acknowledges the importance of catering to the unique needs of women and those with mobility challenges through an approach that recognises their specific requirements.

### 1.3 The need to be climate conscious

*Nillumbik Shire Council declared a state of climate emergency in May 2022.*

Climate change is a complex global challenge that requires an immediate and strategic response. Increased levels of greenhouse gases in the atmosphere as a result of human activities is causing changes in the global climate. These changes include increased average land and ocean temperatures, and increased severity of extreme weather events such as bushfires and floods.

Nillumbik Shire Council declared a state of climate emergency in May 2022, joining numerous other councils and cities worldwide. The Climate Action Plan 2022-2032 details the Council's response by defining objectives, strategies, and a path for active and collaborative work to tackle the climate change emergency.

Taking early action to reduce emissions and prepare for climate change is more cost effective than delaying action. With regards to transportation, an effective response to climate change delivers a range of other benefits for the community that align with the three pillars of sustainability.

<b>People</b>	The provision of a socially inclusive, fully accessible, well connected, and safe passenger and active transport network provides real choice and therefore freedom for people to choose how and when they travel.
<b>Planet</b>	A reduction of single occupancy vehicle use and uptake of more public transportation and active travel reduces fossil fuel and greenhouse gas emissions.
<b>Prosperity</b>	As the transportation system utilises the allocation of public resources, it directly affects people's quality of life. Economic opportunities may be achieved in part by enabling public transport modes to be a genuine competitor to single vehicle occupancy travel, and reducing journey times for all commuters.

*Table 1 - Three pillars of sustainability*

## 1.4 Purpose

### *To guide current and future transport development within the shire*

The ITS will set out a strategic direction and key interventions for Nillumbik in relation to transportation. The purpose of the Integrated Transport Strategy is to guide current and future transport development within the Shire over this period.

The strategy intends to:

- Guide transport planning, sustainable transport initiatives and advocacy efforts in Nillumbik Shire Council. This is highlighted as a priority action of the Council Plan 2021-2025.
- Replace Council's Integrated Transport Statement (2014).
- Provide direction for new strategies the Council will develop.
- Assist Council and other stakeholders such as the Department of Transport and Planning (who are a major contributor to transport within Nillumbik), developers, and the broader community.

The ITS will set a vision for Nillumbik in relation to transport, along with establishing key objectives, strategic directions and actions.

## 1.5 Council's sphere of influence

Transport planning in Nillumbik is shared between Council and the Department of Transport and Planning (Victorian Government). When implementing the ITS, Council is responsible for executing certain transportation actions directly. However, in other cases, it will need to collaborate closely with neighbouring shires and the Victorian Government to enhance the transport system within and around the Shire.

The Shire's local road network, footpath network, and a significant portion of its cycling network (such as the Diamond Creek Trail) are overseen by the Council. The Department of Transport and Planning (DTP), under the Victorian Government, oversees planning and management of the declared arterial road network, strategic cycling corridors and public transport.

Council has responsibility over several aspects of the ITS, which include:

- Programs that can alter travel behaviour, fostering a preference for more sustainable modes of transportation such as walking and cycling.
- The creation of strategies and policies which relate to pedestrian and bicycle networks, as well as parking policies and parking provision.
- Capital works projects, including footpaths, bicycle paths, and the local road network.

Nillumbik has a number of interfaces with other local governments – Murrindindi, Yarra Ranges, Banyule, Whittlesea and Manningham – and the road network provides an ability to move in and out of the Shire. Council recognises the importance of collaboration with interface councils with regard to this broader transport network.

To effectively execute the ITS, Council will need to advocate for improvements to the infrastructure and services provided by DTP. This advocacy is critical in highlighting and addressing areas for improvement in the current transport networks.

## 1.6 Strategic position & policy context

This ITS will align with Nillumbik's planning framework, which includes the Community Vision Nillumbik 2040, Council Plan 2021-2025, and the Climate Action Plan 2022-2032, and provides a systematic approach to creating an accessible and sustainable integrated transport system. Figure 1 illustrates how the ITS will fit within Nillumbik's planning framework.

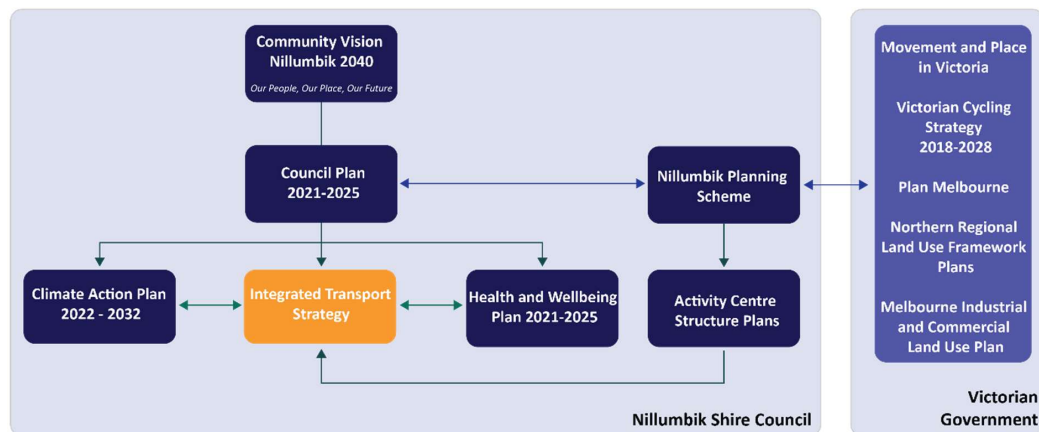


Figure 1 - Nillumbik's planning framework

Many Nillumbik residents choose to live in the Shire due to its green wedge appeal. The Shire is within proximity to the CBD but is far enough to retain a rural charm. The Council Plan 2021-2025, Community Vision Nillumbik 2040 and Planning Scheme call for the integration of land use and transport planning to make Nillumbik a more liveable Shire.

Council Plan 2021-2025 introduces the concept of Movement and Place to acknowledge the dual role of roads and streets as places both for movement and as destinations. Movement and Place, as outlined in the Movement and Place Victoria document published by the DTP, provides a collaborative framework for Victorian Councils to work together to enhance the region by creating streets that work from both a place and transport perspective.

Council Plan and the Eltham and Diamond Creek Structure Plans envision compact development in designated activity centres, where a majority of the population already resides. These plans also aim to promote walking, cycling, and public transport as the preferred transport options for residents in these areas.

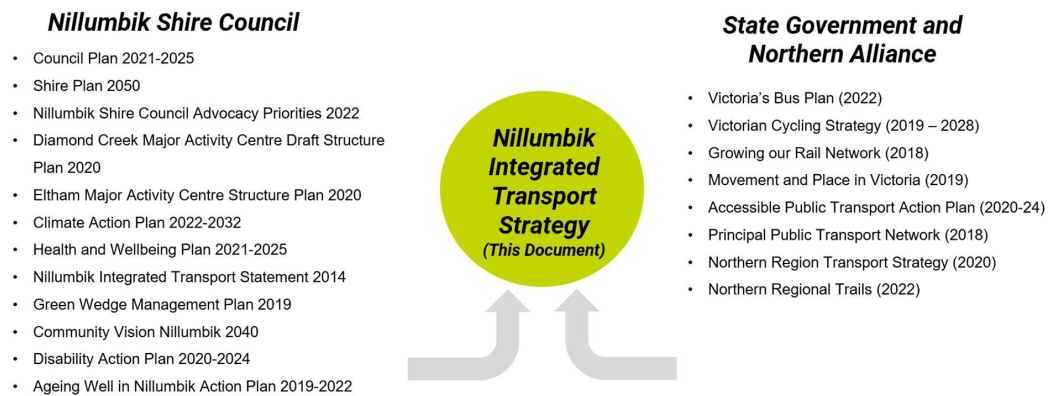
Transport is a significant contributor to greenhouse gas emissions in Victoria, accounting for about 25% of the State's total emissions, and with private vehicle use being responsible for nearly half of these transport emissions. In Nillumbik, transport-related emissions remain stable and account for 23% of the community's emissions. The Climate Change Action Plan highlights Focus Area 6 – Enhancing sustainable transport including strategies to avoid

transport emissions. The following objectives are nominated as key priorities to address the intersection of climate change and transportation:

- Objective 6.1 – To avoid transport emissions.
- Objective 6.2 – To improve public transport, vehicle-share, walking and cycling options.
- Objective 6.3 – To transition to zero-emissions vehicle use within Nillumbik.

The Climate Change Action Plan identifies a mitigation target for Council emissions of net zero by 2030 and a community emissions target of net zero by 2035. This is more ambitious than the Victorian Government’s net zero community emissions target by 2050.

In addition to the Climate Change Action Plan and activity centre Structure Plans, the preparation of the ITS will be informed by several other Nillumbik and Victorian Government documents (refer Figure 2).



***Figure 2 - Sample of documents to inform the ITS***



## 2 The role of Transport in Nillumbik

### 2.1 Nillumbik's Transport network overview

The following Figures 3, 4 and 7 provide an overview of the current road, public transport, and active transport networks in Nillumbik. Notably, Figures 4 and 7 highlight that the population density is concentrated in the southwestern sector, particularly around the activity centres of Eltham and Diamond Creek, as well as in areas bordering the City of Banyule and City of Whittlesea.

#### 2.1.1 Nillumbik's road network overview

Figure 3 provides an overview of the road network in Nillumbik, consisting of local roads (planned and managed by Council) and declared arterial roads (planned and managed by DPT). The road network in Nillumbik provides strategic connections to higher-density growth areas in neighbouring local government areas, such as Yan Yean Road connecting to Whittlesea City Council in the northwest, Eltham-Yarra Glen Road connecting to Yarra Ranges Council in the northeast and Research-Warrandyte Road and Kangaroo Ground-Warrandyte Road connecting to the City of Manningham in the south. These regional arterial road connections and the people utilising them for the purposes of work, study and accessing key regional shopping and activity centres contribute to the volume of traffic experienced within the Shire.

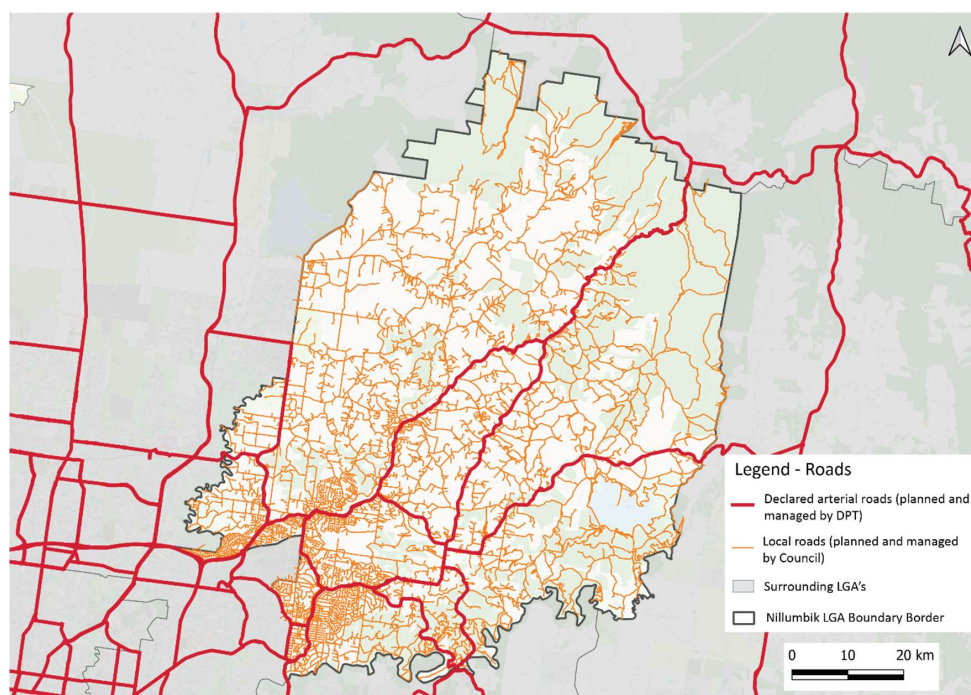


Figure 3 - Nillumbik's road and DTP declared road network.

Local road networks in Nillumbik are constrained by topography and the heavily vegetated character of some areas. This influences the type, width and engineering of many roads (e.g. windy, unmade, naturally drained / swales, narrow). Many residents value this character, and some are unhappy particularly with dust from unmade roads and recurrence of potholes – but this unique neighbourhood character is quintessentially Nillumbik.

### 2.1.2 Nillumbik's public transport network overview

Figure 4 provides an overview of the public transport networks, including bus and rail, that operate within and through Nillumbik. These networks are located near higher density areas, and the Hurstbridge rail line is a key corridor for many residents, with duplication works completed in 2023. While the line services Eltham, Diamond Creek, Wattle Glen and Hurstbridge, buses also play an important role in the overall public transport system. However, to provide a viable alternative to private vehicle use, it is crucial to ensure that buses are direct, frequent, reliable, accessible, and have appropriate frequencies and sufficient operating span of hours.

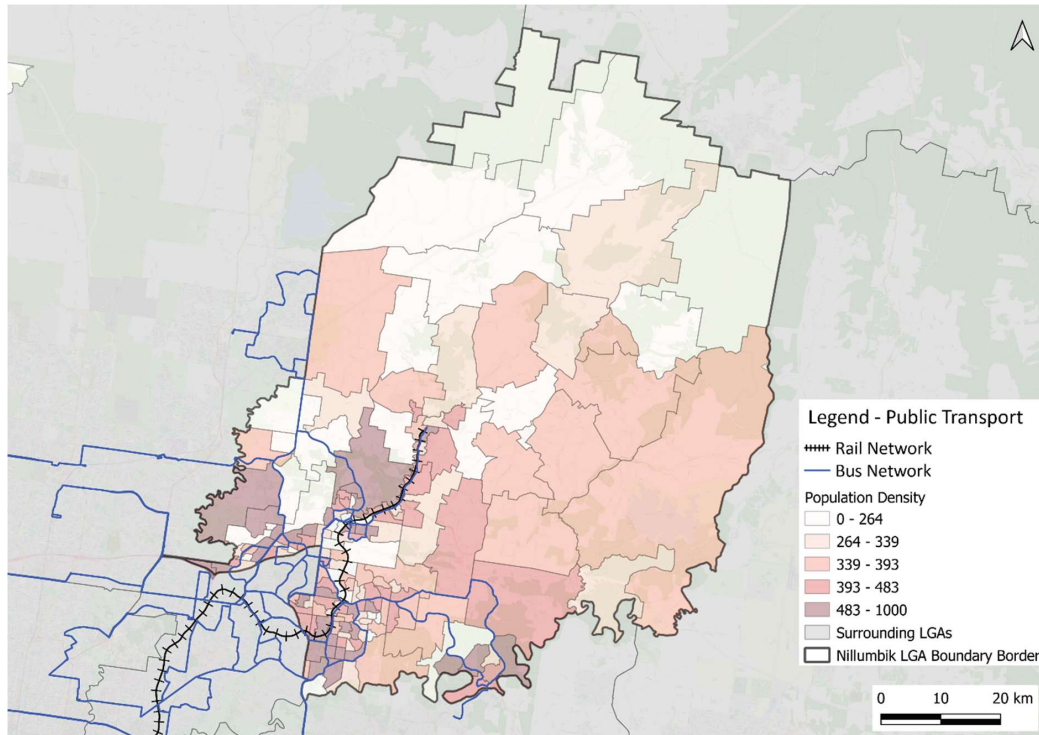


Figure 4 - Nillumbik's public transport network

In November 2022, a workshop was conducted with DTP to assist with the development of the ITS. During the workshop, a number of high-level bus network proposals were presented to better serve a wider range of destinations, remove duplication, and cater to a larger number of people. Council has identified in its Advocacy Priorities: 2022 document the need to conduct a Local Area Bus Review across the Northern Metropolitan Partnership Region to identify improvements and encourage increased uptake of public transport.



### 2.1.3 Nillumbik's active transport network overview

Active transport means travelling in ways which get us up and moving, and our hearts pumping, typically via walking and cycling, skateboarding, scootering or rollerblading. With the emergence of new mobility trends modes, it now also includes e-bikes, e-scooters, mobility scooters, e-skateboards and other forms of micro mobility.

Although Nillumbik has made progress in relation to walking strategy through the Nillumbik Trails Strategy and Nillumbik Footpath Strategy in 2011, there is currently no Walking Plan in place other than Council's annual Capital Works footpath and trails programs and one-off grant funded project works such as the recently completed Diamond Creek Trail. In terms of cycling, the Strategic Cycling Corridor (SCC) developed by DTP in 2020 is the primary reference for Council. These corridors are designed to provide safe and low-stress cycling for transportation to important destinations, both on and off-road, and on municipal and State roads. There is room for improvement to plan and deliver the missing links in the network as illustrated in Figure 7.

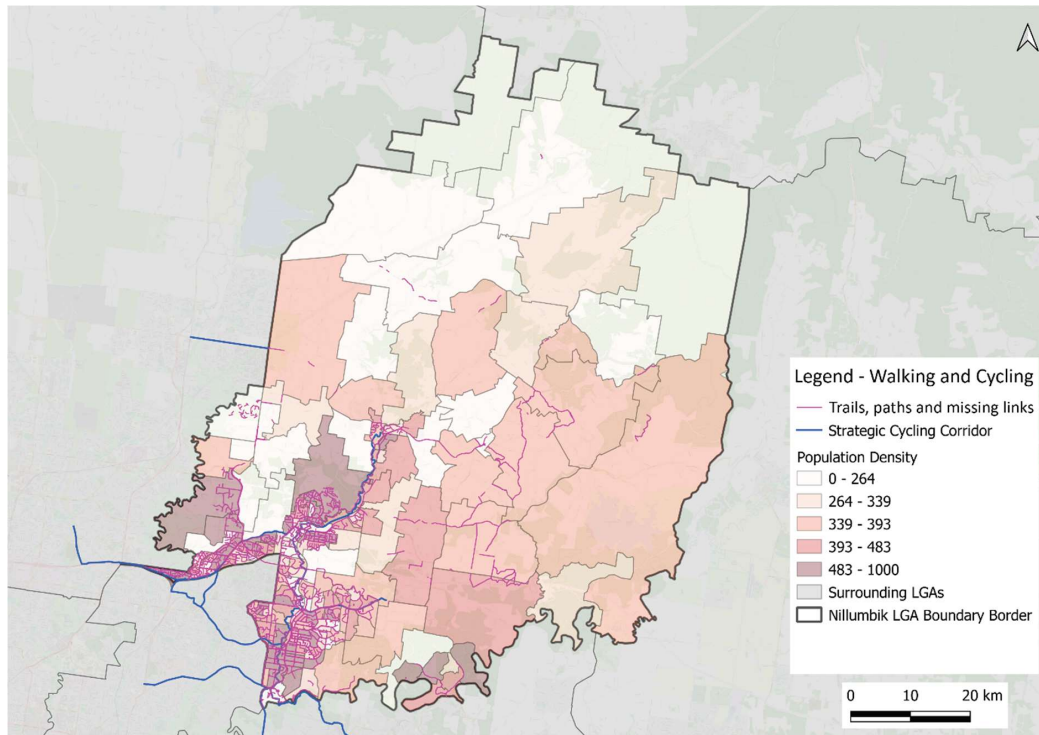


Figure 5 - Nillumbik's active transport network (strategic cycling corridor and trails, paths and missing footpath links)

## 2.2 Nillumbik and how we travel

Nillumbik is an outer Melbourne LGA recognised and loved for its natural landscape; notably its hills, bushland, trees, and rural community living. The slope or gradient of terrain can have a profound impact on the walkability of a particular area. The desire and/or ability for people to walk or cycle, particularly if urban conditions are not conducive, also limits mode of travel. As a result, the aspects of Nillumbik's topography create difficulty for residents to travel via modes other than private motor vehicles.

During the development of this paper, an analysis of data was conducted that provided insights into the following:

- Age, population, and population growth
- Occupation profile
- Travel to work
  - Mode of travel to work
  - Number of shire residents working in Nillumbik
  - Number of shire residents working outside of Nillumbik
  - Number of people travelling to Nillumbik for work
- Purpose of trips for residents
- Mode of travel and distance to key destinations
- Motor vehicle ownership across the Shire
- Car parking utilisation surveys across the Shire
- Household make-up
- Travel isochrones public transport - how far residents can travel via public transport within 60 minutes.
- Travel isochrones - how far residents can walk within each town centre (0-30minutes)
- Comparisons of the above data to other LGAs

The data analysis revealed a low population growth in Nillumbik over the past two decades in comparison to neighbouring municipalities, with the majority of residents residing in Activity Centres of Eltham and Diamond Creek.

Despite significant efforts from past strategies, there has been no notable progress in encouraging people to switch to more sustainable transportation modes with residents remaining heavily reliant on cars for transportation. Compared to Greater Melbourne there are a large number of households which own two vehicles. This is likely influenced by limited access to public and active transport modes.

A snapshot of parking utilisation across the municipality's car parks suggests most parking areas are not usually close to full utilisation. The ITS will need to cater for both a young population as well as an older population. It is essential to consider transportation movements to, from, and within Nillumbik.

### 2.2.1 Nillumbik's age and population

*Within the next 5 years, two-thirds of the Nillumbik population are the ideal demographic for incorporating walking or cycling for some of their travel requirements.*

Nillumbik has a population of 63,000 people with a median age of 42 years, with official projections indicating a trend towards an ageing population in the long term. However, it is essential to address the needs of a younger population as well. Figure 8 highlights that around 47% of the population is under 40 years old, and an additional 14% is between 40-49 years old. Therefore, over the next 5 years, approximately two-thirds of the population may be considered prime candidates for walking or cycling for at least for some of their trips.<sup>1</sup>

26% of Shire residents are aged between 0-19. Of these 11% are aged under 10 years old and therefore are likely to rely on someone else driving them around for many of their trips. 20–29-year-olds account for 10% of the population. Members of this cohort may or may not have their licence and if they do, may not necessarily be able to afford to operate a private vehicle.

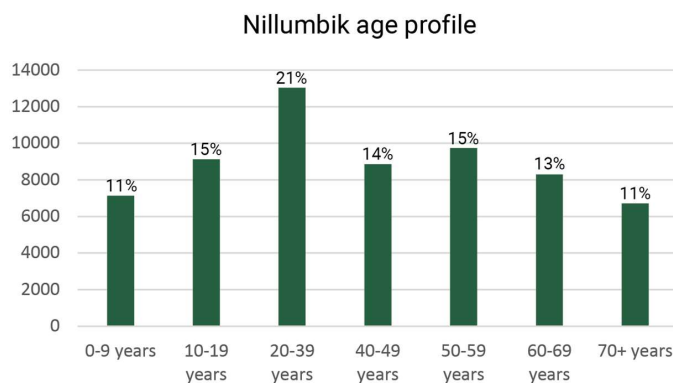


Figure 6 - Nillumbik Age Profile (ABS 2021)

The World Health Organisation in its Global Age Friendly Cities - A Guide identifies that one of the eight domains for age-friendly cities and communities is transportation. Around a quarter of the Shire's population is currently aged over 60, with 11% aged 70 or above. This age profile is expected to continue over the next five years. Moreover, around 12% of the entire population either require assistance to carry out daily tasks or suffer from arthritis<sup>2</sup>, making private vehicles and easily accessible walking and public transport options essential for them. Council's Ageing Well in Nillumbik Action Plan 2019-2022 highlights the most pressing concerns of older adults in Nillumbik, including the challenging topography, lack of transportation choices, and the need for reliable transportation options to help them stay active and mobile.

56% of households contain children under 15 years of age. Moreover, 7% of these households contain a single parent, indicating that Nillumbik contains a significant proportion of young families with children. If public transport modes are not readily useful for daily trips, families

<sup>1</sup> Australian Bureau of Statistics, Census of Population and Housing, 2021 (Usual residence data) identifies that XX% of the population do not rely on assistance for core activities.  
<sup>2</sup> ABS (2021)

are likely to rely on travelling by private vehicle. This may also indicate why a large number of families have more than one vehicle to move around (Table 2).

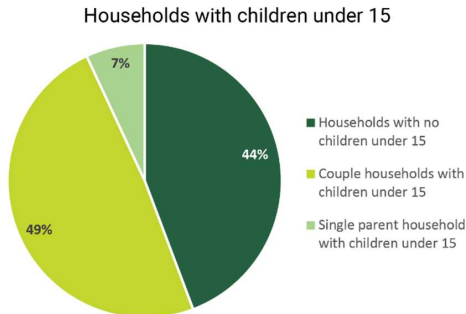


Figure 7 - households with children under 15 (ABS 2021)

Considering the above population and age data it is estimated that in order to move around, at least 25% of the Shire's inhabitants rely on public or active transport or are dependent on being passengers in private vehicles. This can limit their independence in terms of mobility.

2.2.2 Motor Vehicle ownership

*44% of households own two vehicles, compared to 26% across greater Melbourne.*

Nillumbik Shire Council’s Climate Action Plan identifies 8% of residents have an electric or hybrid vehicle. Overall vehicle ownership in Nillumbik is significantly higher than any other Melbourne Local Government Areas (LGAs). 96% of households within Nillumbik own one or more motor vehicle, versus 71% for Greater Melbourne (ABS, 2021 Census). More significantly, 44% of households own two vehicles, this is drastically higher than the 26% across greater Melbourne. These statistics highlight the need for people and families to have two vehicles to move around. This poses a challenge to long-term sustainability and contributes to congestion within the Shire. As such, there is a pressing need to encourage a behavioural shift towards more sustainable forms of transport.

Number of motor vehicles	Nillumbik	Greater Melbourne
No motor vehicles	1%	6%
One motor vehicle	13%	5%
Two motor vehicles	44%	26%
Three or more motor vehicles	39%	40%
Not stated	3%	23%

Table 2 – Nillumbik vs Greater Melbourne Household Vehicle Ownership (ABS 2021)

### 2.2.3 How do residents travel to work?

*A significantly high proportion of residents travel to work by private vehicle.*

Figure 8 below highlights the mode of transport to work between Nillumbik and several neighbouring LGAs. 2021 data indicates approximately 17,500 Nillumbik residents (60% of the working population) currently use a private vehicle as their mode of transportation to work. This figure ranged between 82%-85% from 2006-2016 before working from home (sparked by the Covid-19 pandemic) was common. This is a higher proportion than Banyule and Manningham but lower than Whittlesea. This may be due to the types of public transport available in Banyule and the types of jobs available in Whittlesea that may require a private vehicle. Of the total working population in Nillumbik, 36% have continued to work from home following the easing of Covid-19 restrictions. This is consistent with neighboring councils of Banyule and Manningham which reported similar figures; however, the City of Whittlesea reported a much lower proportion.

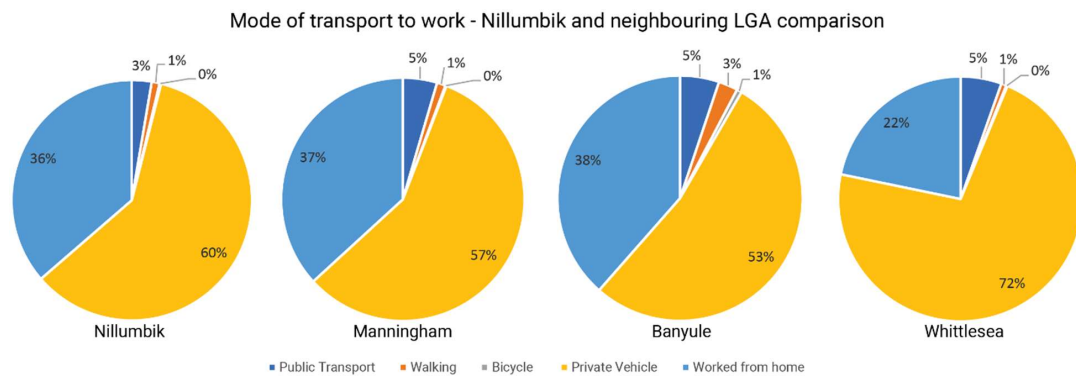


Figure 8 - Mode of transport to work across Nillumbik, Banyule, Manningham and Whittlesea (ABS 2021)

Figure 12 highlights public transport and active travel modes make up less than 5% of journey to work trips in Nillumbik, lower than all other neighbouring councils. This could be attributed to unfavourable topographic and road conditions, including unsealed roads that make walking and cycling uncomfortable and a lack of frequent public transport options. However, some residents may require a vehicle to get to work (refer Figure 11 and 13). Nillumbik's occupation profile identifies 23% of the working population work in the trades industry and require a private vehicle, whereas the remaining 77% (approximately 13,400 people) may not rely on a vehicle and use it due to convenience and the perception that private vehicles are necessary to get anywhere.

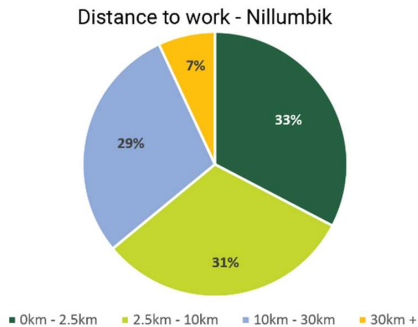


Figure 9 - Distance to work, Nillumbik (ABS 2016)

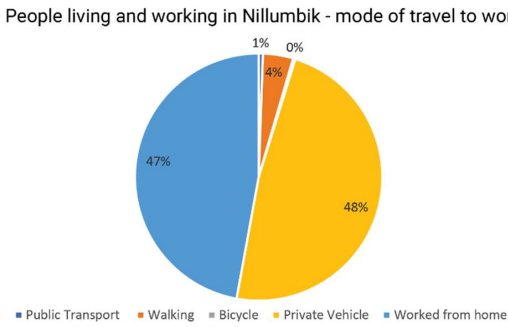


Figure 10- People living and working in Nillumbik, mode of travel to work

Approximately 24% of the working resident population (8,000 individuals) live and work within the Shire. Of these, 40% use a private vehicle to commute to work, while 40% work from home<sup>3</sup>. Moreover, Figure 11 indicates that a significant number of people and jobs are concentrated within or near Eltham and Diamond Creek activity centres or nearby towns like Greensborough, where commutes via private vehicles are typically short distances. A third of the working population travels less than 2.5km to work, while 31% travel between 2.5-10km. Figure 13 highlights that the number of people living and working within Nillumbik is roughly equivalent to the number who travel to work in both the City of Melbourne and Banyule (3000-5000 people). This further highlights the need to provide attractive sustainable modes of transport which can be used for short trip distances.

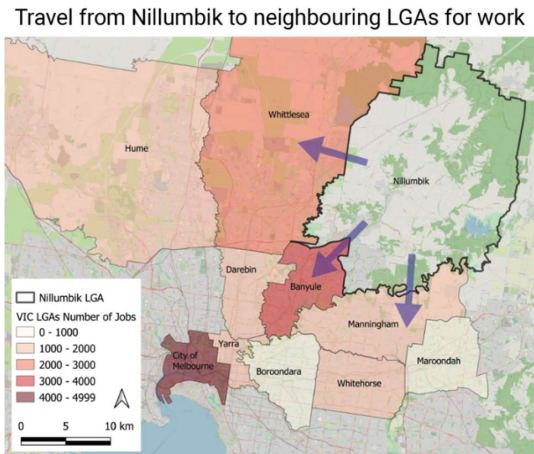


Figure 11 - Number of people living in Nillumbik and travelling to other LGAs for work. 8000 people live and work in Nillumbik.

<sup>3</sup> Australian Bureau of Statistics, 2021.



## 2.2.4 How Nillumbik residents travel to other point of interest

### *Most of Nillumbik's residents drive to their destinations.*

Travelling by private vehicle is the preferred mode of transport for residents across a range of trip purposes. On average, cycling accounts for 2% of trip modes across all purposes of travel, while for education and social recreation, walking accounts for 25% and 19% of trips respectively. This is significantly higher than the proportion of people walking to work or shopping purposes. Public transport is also relatively high for education trips sitting at 20% (figure 14).

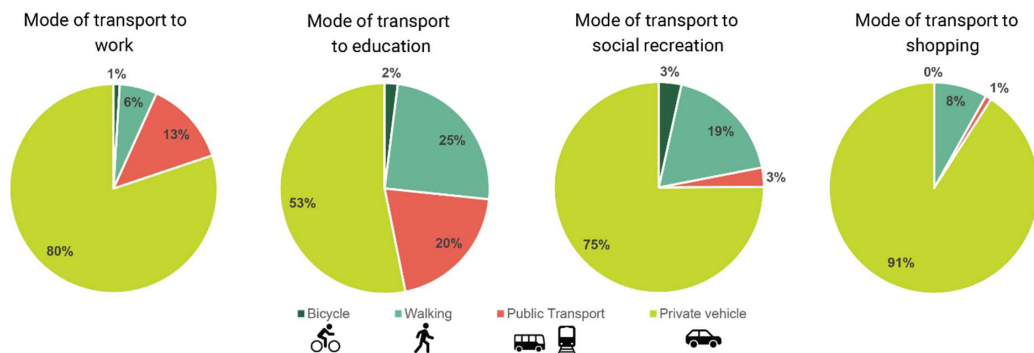


Figure 12 - Mode of transport to destinations - Nillumbik (VISTA, 2020)

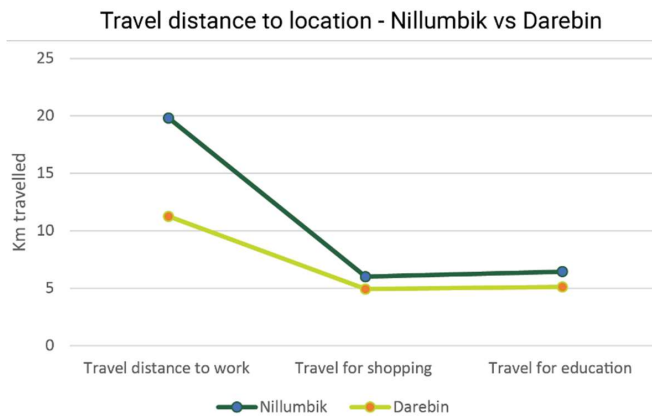
A community survey was undertaken by Chatterbox in 2020 to better understand the communities of Diamond Creek and Eltham<sup>4</sup>. For Diamond Creek, 81.5% of the total respondents lived within or in close proximity to the activity centre. In terms of mode of transport to the Diamond Creek Activity Centre, 72.5% drive, 18.8% walk, 6.5% catch public transport and 1.4% bike. For the Eltham Activity Centre 65.2% of the total respondents live within or in close proximity to the activity centre. 68.4% of the respondents drive to the Activity Centre, 23.5% walk, 4.95% catch public transport and 2.16% ride. It is noted these figures align with ABS data and that sustainable modes of transport into the activity centres could be much higher, considering people live within close proximity.

Travel distances to work, shopping and education for Nillumbik were also compared against the City of Darebin (Figure 15). Darebin council sits within Melbourne's middle ring of LGAs while Nillumbik is in the outer ring. While both councils have their differences regarding demographics, building/population density, and topography, both LGAs share remarkably similar values for distances travelled for shopping and education purposes.

Data shows that work trips on foot are infrequent in Nillumbik due to the average distance of 20km, which is impractical for walking. Whilst Nillumbik is not directly comparable to Darebin, it is worth noting that Nillumbik lags behind Darebin in terms of walking trips for shopping, with only 8% of shopping trips done on foot compared to Darebin's 20%, despite similar average distances between the two areas. Nillumbik, however, does outperform both Darebin and the wider Melbourne Metropolitan area when it comes to walking trips for education purposes, with 23% of trips for education purposes completed by walking. This is a

<sup>4</sup> Survey was undertaken to inform the Diamond Creek and Eltham Activity Centre Structure Plans (2020)

large contrast compared with people walking for shopping purposes even though the distance for both across Nillumbik are similar.



**Figure 13 - Travel distance to location - Nillumbik vs Darebin:**

Darebin LGA area is 54km<sup>2</sup> and Nillumbik is 432km<sup>2</sup>. 460,000 trips were completed for Darebin during the survey of 2020. 20% of those trips were walking trips. 20% walk for shopping purposes. 15% walk for education purposes. 220,000 trips were completed for Nillumbik, with 16% of those trips being done by walking. 8% of people walk to shops. 23% walk to education, (VISTA 2020)

The above data confirms that most of the Nillumbik population drive to their destinations. Investing in and enabling a greater choice to travel via public or active transport is key to facilitating Nillumbik to achieve its Climate Action goals as well as catering for a larger demographic of people who may not be able to, or dislike, using a private vehicle. The argument that topography influences mode choice does have some merit. However, when considering the significant difference in the number of trips completed by walking for education and shopping purposes (Figure 14), topography alone cannot account for this variation. The abundance of free parking available at activity centres in Nillumbik is a key factor driving short, private vehicle trips that could easily be completed on foot. Furthermore, the lack of well-designed walking connections between townships and activity centres exacerbates the problem.

Council has the ability to improve both parking and walking environments, which would make walking a safer and more comfortable mode of transportation for shopping purposes. This can be achieved by creating better walking environments that include high amenity, street trees for shade, improved crossings, and wider, continuously accessible paths of travel with associated seating provision. Additionally, managing parking across activity centres can encourage behaviour change in relation to how people access and utilise these centres, resulting in more people choosing to walk for shopping purposes.



### 2.2.5 Travel reach by Public and Active Transport Modes

Travel isochrones were created to determine the reach of public or active transport for residents in the townships of Diamond Creek, Eltham, Hurstbridge, and Wattle Glen in Nillumbik. Greensborough train station was also evaluated due to the significant number of Nillumbik residents using this location.

Isochrones measured the distance a person could travel in 60 minutes at 7:30am on weekdays (peak hour) and 11:00am on Sundays (off-peak) from each township's train station. A 60-minute time period was chosen as it takes most Nillumbik residents between 30-60 minutes to travel to Melbourne CBD via vehicle. They also recorded how long it may take someone to return home on weekdays at 6pm (peak) within 60 minutes. The isochrones were developed using existing public transport network information and timetabling of buses, trains, and trams. The collected information can help Council identify areas that require improvement such as frequency and operation of hours. Public transport stations were chosen as starting points as they are where people consider their commute time to start. Walking is also considered within these travel isochrones, particularly to and from PT stations/stops, and to make connections between different modes of PT. There is a marked difference between peak weekday day travel reach and that of off-peak weekend travel across all locations analysed.

Figures 16 and 17 depict the travel ranges for a person departing from Eltham and Diamond Creek during the weekday and weekend, additional figures for other activity centres are provided in Appendix 1.

Eltham offers better public transport reach than Diamond Creek for Nillumbik residents due to its closer proximity to Melbourne CBD and suburbs, more peak services in the morning, and express services to the city. The ongoing Hurstbridge line duplication works between Diamond Creek and Wattle Glen will further improve the reach of PT modes. Eltham Station is a key hub for bus routes that service Nillumbik and neighbouring LGAs, with shading on the isochrone map reflecting the extent of these bus routes. Being the larger suburb by population, Eltham justifies more frequent and extensive PT services. The reach of weekend travel is significantly less than that of peak weekday travel, particularly for suburban areas of Melbourne. This is due to reduced demand and a wider spread of people's travel intentions/destinations. Weekend travel reach from Eltham is significantly less, but it is still possible to reach the city within 60 minutes. Bus routes/services are typically reduced on weekends, resulting in less travel reach for suburban areas not along train lines.

Compared to Eltham, Diamond Creek has less reach due to its distance from Melbourne CBD and fewer peak services running. However, it is still possible to reach the city fringe within 60 minutes. Diamond Creek also has less public transport reach to neighbouring LGAs connected by the bus network. Figure 17 shows that PT services during the morning peak focus on transporting people towards inner Melbourne, resulting in superior travel reach in inbound directions. Like Eltham, Diamond Creek's off-peak weekend travel reach is significantly less compared to weekday peak travel reach, with reduced bus service frequency and certain routes not running on weekends, making suburban areas harder to reach within the 60-minute timeframe. However, both peak weekday and off-peak weekend travel reach will improve after the completion of the Hurstbridge Line duplication between Diamond Creek and Wattle Glen by mid-2023.

The PT isochrone maps offer a comprehensive representation of the travel reach available to Nillumbik residents during peak travel periods and off-peak periods over the weekends. These maps serve as an excellent visual aid in identifying gaps within the existing network and gaining insight into travel demand, including location, day of the week, and time of day. They offer a valuable resource for advocating for the improvement of PT services in Nillumbik and beyond.

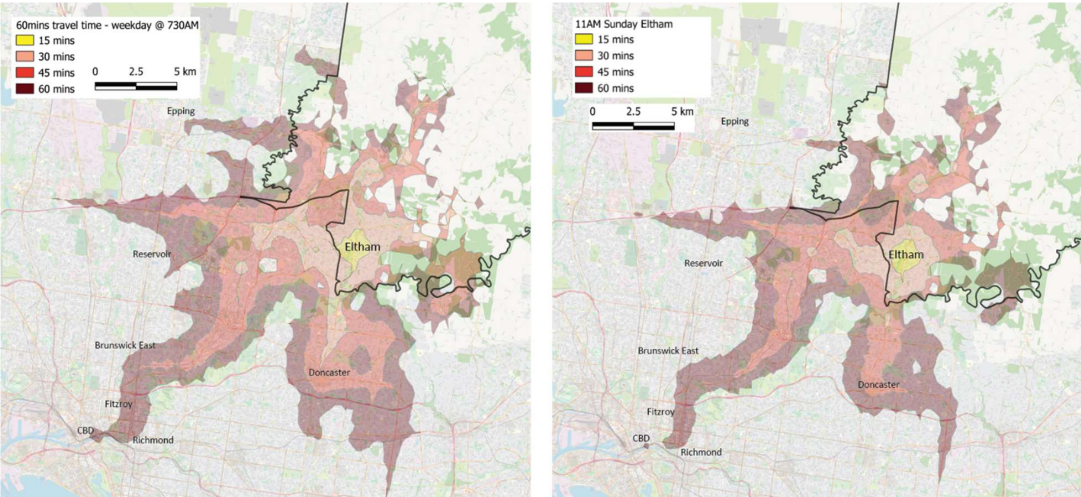


Figure 14 - Eltham 60min peak public and active transport isochrone departing at 7:30AM weekday (left). Eltham 60min off-peak public and active transport isochrone departing at 11:00am weekend (right).

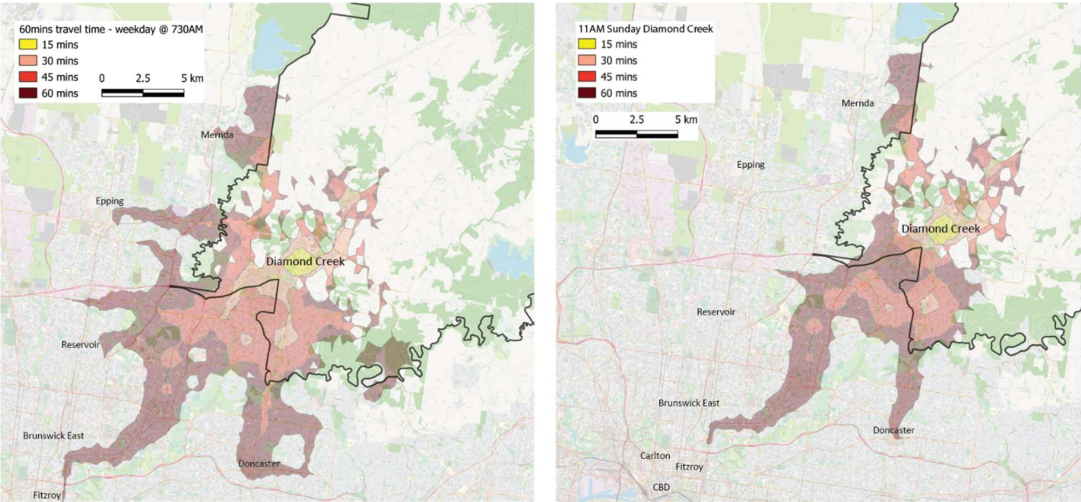


Figure 15- Diamond Creek 60min peak public and active transport isochrone departing at 7:30AM weekday (left). Diamond Creek 60min off-peak public and active transport isochrone departing at 11:00am weekend (right).

## 2.2.6 Car parking and utilisation

*Surveys indicate an adequate supply across most Activity Centre carparks.*

Surveys on parking usage were carried out at several car parks across Eltham, Diamond Creek, Wattle Glen, and Hurstbridge. These townships are all situated along the Hurstbridge train line. The surveys included the commuter park and ride lots. The surveys were conducted in December 2022 at 15 minutes intervals on a Thursday afternoon during the peak hours of 3:00pm to 6:00pm and during the Saturday midday peak from 10:00am to 2:00pm. The surveys, while not comprehensive, provide valuable insights into parking utilisation and peak hours across the four townships.

In general, the parking occupancy levels at most surveyed sites did not exceed 85% utilisation. 85% utilisation (i.e., when parking is around 85% occupied) is, according to industry best practice, considered an efficient utilisation rate. A small number of sites did exceed this range for part of the periods surveyed. These were in Eltham (site A - the ALDI car park, and site B - the Woolworths car park) on Saturdays, and site A on Thursdays and Diamond Creek (site A, - the train station), on Thursdays. Whilst exceeding 85% utilisation, none of these sites approached 100% utilisation, so free parking spaces were available at all times surveyed. The remaining sites were consistently below 85%, suggesting that there may be an existing aggregate oversupply of parking across these four townships.

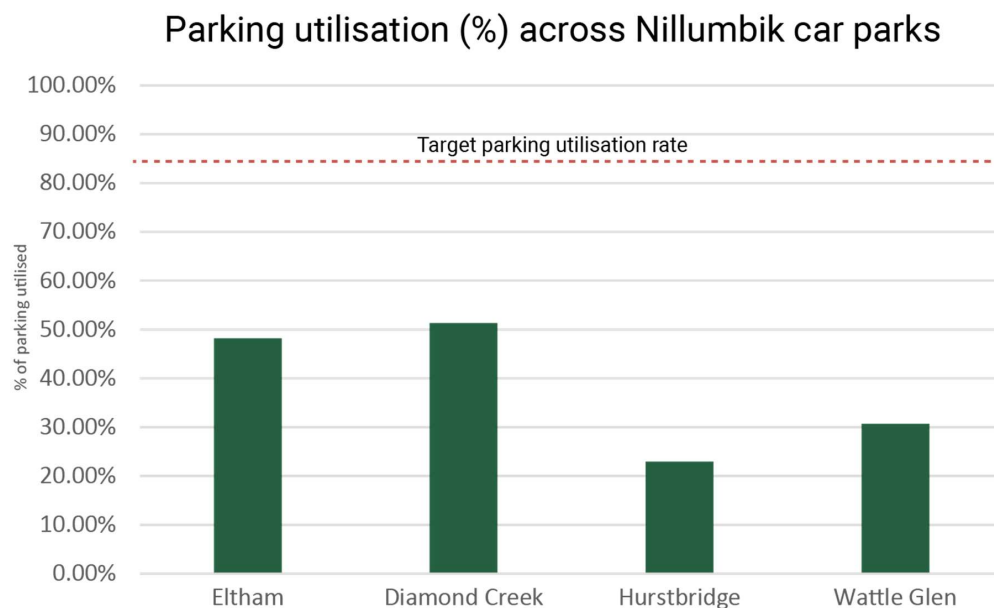


Figure 16 - Parking utilisation (%) across Nillumbik carparks during December 2022 survey periods

With regards to accessible (for people with disability) car parks, only a handful of car parks across the entire shire were being utilised. In Eltham, site A – the ALDI carpark and site B – the Woolworths carpark were the most utilised on Saturdays with at least a 60% utilisation rate across the day, with several sites at capacity at various points of the day. This continued for site B on Thursdays, but dropped below 40% utilisation for site A. For Diamond Creek, site C – the Coles carpark was consistently utilised at 40%-50% on Thursday's, this was

further reflected on Saturdays with peak utilisation at 10am of 75%. Accessible car parks at Wattle Glen and Hurstbridge were not utilised on either Thursday or Saturday.

Given Nillumbik's low population growth rate, alternative parking solutions such as bike parking and ride share services should be explored and considered before building any new parking facilities. Further, parking management tools such as undertaking a review of existing unrestricted or timed parking should be considered before considering increasing parking provision at these sites.

## 3 Key challenges and opportunities

Key challenges Council could face when developing the ITS relate to:

- Access and connectivity, particularly Nillumbik's challenging topography, vegetation impacts and unsealed roads.
- A perception that you must drive a motor vehicle to move around due to the perception that public transport is unreliable and active transport has limited connections.
- A perception that there is a lack of safety within the road, active transport and public transport networks.
- Limited access to funding for Shire related upgrades.
- The unique neighborhood character of Nillumbik as both important and challenging to the provision of transport infrastructure.

Several opportunities have been identified. These relate to:

- Road congestion within the Shire is not yet at its peak.
- High levels of walking to education – potentially indicating this market segment will use active modes of travel for other purposes if encouraged so to do.
- Population growth is concentrated around the activity centres – enabling place making and public realm improvements that favour self-containment and reduce the need for excessive travel.

This section summarises the key challenges and opportunities to be considered when developing the strategic transport actions for the Shire.

### 3.1 Challenges

#### 3.1.1 Topography

Topography refers to the physical features of the land, including hills, mountains, valleys, and other natural formations. Nillumbik is an area characterised by rugged terrain, with many hills, valleys, and gullies, which can present challenges to infrastructure development and transportation planning. Nillumbik's rugged topography poses unique challenges for infrastructure development, transportation planning, and access to essential services. The steep gradients and tight curves of the landscape require significant engineering efforts for road and rail infrastructure development.

Walking isochrones were developed for the townships of Diamond Creek, Eltham, Wattle Glen and Hurstbridge (Appendix 1) revealing that Nillumbik's topography and cul-de-sac environment restrict residents from walking as far as they could in say, a typical flat urban grid layout. Pedestrians and cyclists may find it difficult to navigate the steep inclines and declines, impacting their mobility. Consequently, access to essential services such as healthcare facilities, schools, and shopping centres may also be affected.

Despite these challenges, Nillumbik possesses many aspects that create a high amenity streetscape and walkable environment, such as extensive tree cover, natural creeks, and flora that foster comfortable and positive walkable connections. Creating better pedestrian paths and links can help meet sustainable transport objectives and provide people with travel choice. Furthermore, the significant concentration of population, employment and services in



the main activity centres within the Shire and the fact that almost all future growth will be in these areas, represents a rather unique opportunity.

### 3.1.2 Perception that driving is the only way to travel

The perception that owning a car is necessary in Nillumbik is driven by several factors. These include the challenging terrain (as mentioned above) and partially dispersed population, as well as limited public transport options. These can make accessing essential services for some without a vehicle challenging. Nillumbik's car-centric infrastructure and culture reinforces the idea that owning a car is necessary for everyday life. The area's road network is primarily designed for motor vehicle use, with limited bike lanes and pedestrian infrastructure. Additionally, there are few car-sharing or ride-sharing options available, making it more challenging for residents to rely on alternative modes of transport. The relative lack of job opportunities within Nillumbik also contributes to the perception that owning a car is necessary for commuting to other parts of Melbourne for work.

### 3.1.3 Low use of public & active transport

There are several reasons why public and active transport use is low in Nillumbik. These include the factors identified above such as challenging terrain and partially dispersed population, which make it challenging to provide efficient and reliable public transport services. Nillumbik's car-centric infrastructure and culture in the area, along with limited infrastructure for cyclists and pedestrians further discourage residents from using active transport options. Nillumbik's road network does not currently experience much congestion, meaning people find it easier to drive directly to where they want to go, knowing that they will find parking. At the same time, the public transport, cycling and pedestrian networks are not as connected, efficient or integrated as they could be. There may also be a lack of awareness and education about the benefits of public and active transport. In addition, the perceived inconvenience and time-consuming nature of public and active transport options may also discourage residents from using them. Limited frequency and coverage of public transport services may also make it difficult for residents to use them for commuting or other regular travel.

Another reason is that many of our townships are located in Green Wedge locations – not close to activity centres and people find it difficult to access public transport from rural townships. Given 92% of the land area of the Shire is Green Wedge this is a key challenge particularly for those people aging in Green Wedge locations.

### 3.1.4 Other challenges

In addition to the challenges identified, the Diamond Creek and Eltham Activity Centre Structure Plans identified challenges in relation to access and movement within their activity centres. Broadly, these challenges relate to:

- Poor pedestrian and cycling connectivity between each centre's train station and Activity Centre.
- Poor pedestrian infrastructure, acting as a barrier to movement due to the high traffic volumes.
- Limited pedestrian connectivity across arterial roads, causing accessibility issues to and from the train stations.

- Lack of cycling infrastructure including on road cycle lanes and bike parking facilities.
- Poor provision of bike paths into and through the commercial areas of the centre.
- Safety concerns and potential conflicts between pedestrian, cyclists and heavy, fast-moving traffic.
- Level crossings, which disrupt vehicular and pedestrian movement.

## 3.2 Opportunities

### 3.2.1 Limited congestion

Despite not having reached peak road congestion, it is crucial to develop and implement a sustainable transport strategy for Nillumbik as early as possible. This proactive approach will allow Council to better prepare for potential future challenges and capitalise on current opportunities to improve the transport system. By developing a comprehensive transport strategy, Nillumbik can ensure that its infrastructure and services are designed to meet the needs of its population, reduce dependence on private vehicles, improve road safety, and promote sustainable transport options. Additionally, by acting now, the Shire can avoid costly and disruptive measures in the future that may be necessary to address problems that were not effectively addressed earlier. Therefore, developing a transport strategy at this stage would be a prudent and forward-thinking decision for Nillumbik.

### 3.2.2 High levels of walking to education

In Section 2.2.4, it was revealed that although walking to many destinations was not a prevalent mode of transportation in the Shire, a noteworthy proportion of individuals (23% of the population) walked to attend educational activities. This finding suggests that the topography of Nillumbik alone cannot account for the limited adoption of walking as a mode of travel for other purposes. To address this issue, the proposed strategy aims to stimulate more walking trips to educational facilities and leverage the insights gained from this initiative to encourage walking for other purposes.

### 3.2.3 Population growth is focused around the activity centres

The transport sector has the potential to support the growth and development of Nillumbik's activity centers by providing residents with reliable and convenient transport options that cater to their needs, particularly as the population grows. As the population grows, there will be increased demand for public transport services, particularly for commuting to and from work. This could enable increased investment in public transport infrastructure, such as improved bus routes or the introduction of new rail services. Growth within the activity centres could also lead to increased demand for active transport options, such as cycling and walking and see an increased investment in infrastructure such as bike lanes and footpaths. Additionally, car-sharing and ride-sharing services could become more accessible and affordable for residents particularly for those who may not own a vehicle or occasionally require a second car. This presents an opportunity for the transport sector to invest in sustainable and efficient transport options that can help reduce traffic congestion and improve accessibility for all residents.

Integrating land use and transport in Nillumbik's activity centers is crucial to reduce reliance on private vehicles, enhance social equity, and support local economic development. By creating human centered environments, there can be fewer car trips and less congestion. Improving access to facilities such as health care, education, and employment can further reduce social exclusion. Attractive and accessible activity centers can attract businesses and investment, creating a more sustainable and prosperous community overall. Activity centers can attract businesses and investment, supporting economic development. Integrating land use and transport is essential for creating more sustainable, equitable, and prosperous activity centers that can help reduce traffic congestion and improve accessibility for all residents.

### 3.2.4 Other opportunities

In addition to the opportunities identified, additional opportunities relate to:

- The Green Wedge is a well-known feature of Nillumbik that its residents take pride in due to its rural charm. This presents an opportunity because promoting eco-friendly modes of transportation can align with the residents' values of preserving the Green Wedge, making it easier to encourage sustainable travel habits.
- The Northern Council Alliance collaboration and partnership with DPT offer a chance to enhance regional transportation flows in and out of Nillumbik and the greater northern area. By teaming up with adjacent LGAs, the opportunity exists to create a sustainable and competitive regional economy.
- Gaining community input and buy-in on a shared vision and adopting practical measures. It is possible to encourage a shift in behavior towards sustainable travel within the Green Wedge community. While private vehicles will still have a place, managing car travel efficiently and sustainably requires a collaborative effort through a unified vision.

## 3.3 Why not business as usual

Traditional city planning and design response to road congestion has been characterised by:

- Widening or building new roads to cater for increasing traffic, and
- Assuming that private cars are the only realistic 'solution' to all transport needs.

In Nillumbik's case a lack of realistic transport alternatives that are frequent, reliable and accessible means that many households run at least two cars, despite the substantial cost. Despite, high car ownership across the region, Nillumbik has yet to experience major congestion. It is therefore important that rather than widening to superficially cater for more traffic, transport outcomes within the Shire seek to level up on public transport and active travel modes.

Widening arterial roads has real implications for vegetation and the character of Nillumbik. The draft Neighbourhood Character Strategy notes detached dwellings are the predominant form of housing in Nillumbik Shire, comprising 93% of the total housing stock and the large open spaces and waterways provide habitat for native flora and fauna, and are highly valued natural assets to residents of both the local community and the wider metropolitan Melbourne area.



### 3.3.1 More roads is not the answer

We know, from experience in Nillumbik and elsewhere, that ongoing urban expansion and unrestrained investment in road capacity, as the only ‘solutions’ to growth, is not sustainable, effective or economically feasible. Given an increasingly competitive funding environment, the Shire needs to ensure infrastructure investments are well targeted towards initiatives with optimal whole of network outcomes and supported by improved land use integration.

Walking or cycling to work, school or using public transport is a practical way to incorporate daily healthy activity into busy lives. Replacing car trips with active and public transport also reduces traffic congestion, costs far less than new roads and eases pressure on road infrastructure. Globally, regions with a focus on active and public transport are increasingly seen as more liveable, more desirable and more economically successful than communities dominated by car-based transport.

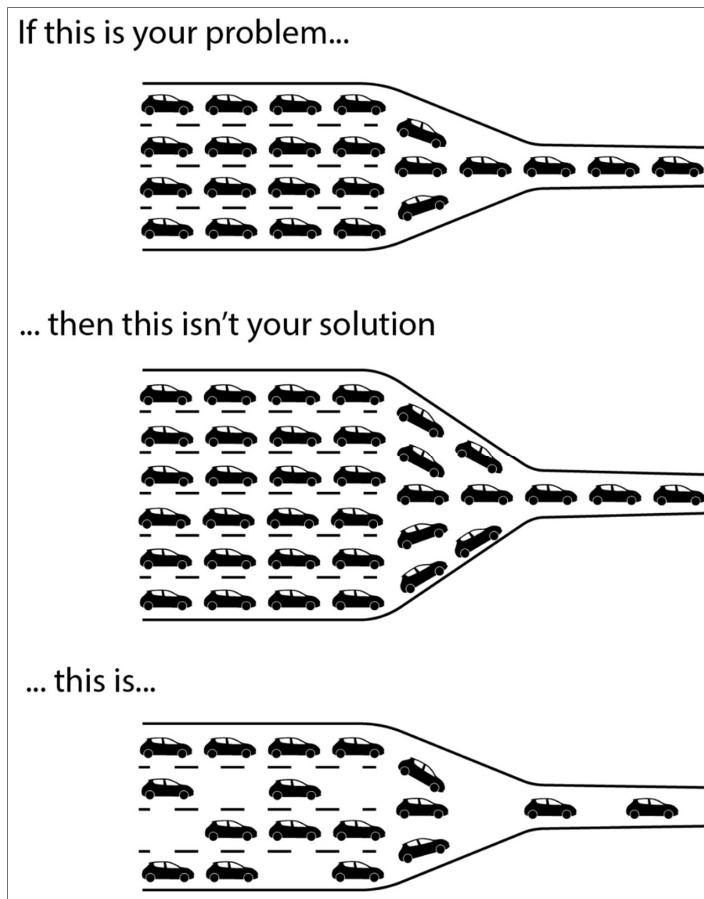


Figure 17 – More roads equals more traffic

### **3.3.2   Induced demand and traffic**

More often than not, road projects that aim to remedy vehicle traffic congestion by road capacity building observe an increased rate of traffic growth. The consequence of induced traffic is that road projects experience a return to pre-upgrade levels of traffic congestion much sooner than anticipated. In this case, induced traffic “is all traffic which would be present if an expansion of road capacity occurred, which would not be there without the expansion”.

Induced demand is a well-recognised phenomenon that is nonetheless regularly unaccounted for when planning future networks. The Pacific Motorway upgrade between Logan and Gaven in Southeast Queensland in 2000 is a prime example of induced demand in Australia. The 36km highway segment was widened to eight lanes, boosting its capacity by 33%. However, traffic volumes rose by 38% in the two years following construction and continued to increase by 25% above pre-construction levels. This substantial growth was attributed to the increased capacity rather than other factors such as land development. After this initial surge, traffic growth returned to pre-upgrade rates.

## 4 Strategic Directions

Four Objectives and a suite of Strategic Directions has been developed to achieve sustainable transportation outcomes for the Shire, these include:

### Objective 1 - Enable emerging sustainable transport

**Strategic Direction 1.1 - Actively promote new opportunities such as car share and shared micro mobility services that will improve transport choices and reduce transport emissions.** It is crucial for Council to increase community awareness and actively promote the benefits of sustainable travel to encourage the adoption of more sustainable modes. Promoting car sharing and shared micro mobility services can reduce reliance on private vehicles, improve accessibility to transportation, address social equity, stimulate economic growth, and contribute to addressing climate change and promoting public health. By enabling occasional use when required, these services can enable people to live with fewer cars in their household. Without the sunk cost and commitment of additional cars people are more easily able to choose more sustainable options especially for shorter trips.

**Strategic Direction 1.2 - Support the transition to zero emission vehicles, including electric vehicles for Nillumbik residents.** Transitioning to zero-emission and electric vehicles can reduce Nillumbik's carbon footprint. However, as it will not, in itself, decrease the number of vehicles on the road, it is important to prioritise the transition to zero-emission and electric buses and electrifying the rail network for a more significant and sustainable impact on emissions and sustainable transportation.

**Strategic Direction 1.3 - Prioritise short trips (under 2km) for active travel modes.** To reduce reliance on private vehicles for short distance trips that create congestion within the activity centres, prioritise active travel initiatives such as footpath upgrades, wayfinding signage (including mobility maps) and more bike racks in key destinations to encourage and support more sustainable methods of travel.

**Strategic Direction 1.4 - Support the use of electric micro mobility and other mobility modes both within activity centres and on the periphery of trails further into the Shire.** SD1.3 seeks to support and prioritise short active travel trips within the Shire, SD1.4 seeks to support the use of electric micro mobility and other mobility modes will extend the reach people may travel via these more sustainable modes further into/within the Shire.

The Victorian Government has committed to being a leader in climate change action and has adopted a zero net emissions target by 2050. As the Green Wedge Shire, Nillumbik has taken a more aggressive approach with a net zero target for Council emissions by 2030 and a community emissions net zero target by 2035. Accordingly, Council has to play a leadership role when it comes to green energy alternatives and sustainable options, with a series of Strategic Directions and Actions reflecting Actions 6.1-6.3 of the Climate Action Plan.

Encouraging a shift towards sustainable transportation (walking, cycling and public transport) requires individuals to take ownership of their personal travel choices. By recognising the convenience of alternatives like walking, cycling, micro mobility and public transit, the

community can embrace a more responsible travel behaviour. Council can play a vital role in promoting this mindset by raising awareness of the Shire's climate change commitment and the challenges posed by the growing number of vehicles on the road, which lead to more traffic and parking issues. Council will need to fund programs aimed at altering travel behaviour and increasing awareness and take up of more sustainable transportation choices that ensure mobility while mitigating emissions. Effective behaviour change depends on:

- Increasing Capability – e.g., via education and training
- Increasing Motivation – e.g., via persuasion/incentivisation/advertising; and
- Increasing Opportunity – e.g. safe cycle lanes, end of trip facilities on campus, access to bike hire schemes, walk and cycle to work promotional days etc.

Unlike Melbourne, Nillumbik has not experienced significant growth in alternative transport options over a short period of time. Car sharing schemes like Flexicar and GoGet, which allow registered members to book and rent a 'pool car' for short-term use, have become increasingly popular in Melbourne (and many other centres) in recent years. Additionally, the emergence of micro mobility and dockless bicycle sharing offers a new way of renting bicycles. The term micromobility refers to the use of lightweight vehicles, including electric and non-electric bicycles, scooters and skateboards, some of which are often available for short-term use through self-service rental schemes within urban areas. Although this form of mobility has had some issues, it can thrive in Nillumbik if implemented correctly. The Council plans to use a variety of communication methods to create community awareness about sustainable transport options. This will include developing and implementing promotional campaigns that explore options such as social media and website development. The Council will also promote sustainable transport at events in Nillumbik and set an example within the organisation. For example, Council has planned to transition its fleet to EVs by 2030, which is in line with its goal of achieving net zero emissions by the same year.

The gradual adoption of electric vehicles has the potential to significantly contribute to environmentally friendly transportation by reducing greenhouse gas emissions. Despite the likelihood of private vehicles retaining their prominent role in Nillumbik's transportation system over the next five years, Council has a responsibility to raise awareness of all transport choices and suitable initiatives of raising awareness of all transport choices and suitable initiatives aimed at curbing transport-related emissions. Since approximately half of the trips taken in Greater Melbourne are less than 5km, with 30% being less than 3km, there is significant potential for e-bikes and other types of e-micro mobility to cater to a shorter-trip journeys within Nillumbik and the Greater Melbourne region. E-mobility (mobility scooters/e-scooters/e-bikes) enable people to cover this range comfortably and with a heavier load (i.e. for shopping, moving some goods and transporting children), particularly when considering Nillumbik's terrain in addition to the potential initiatives listed above, Council may enhance this by creating more inviting, efficient and effective walking and cycling networks.

## Objective 2 - Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive

**Strategic Direction 2.1 – Seek to improve end of trip facilities in stations, town centres and new developments.**

**Strategic Direction 2.2 – Seek to facilitate universally accessible outcomes across Nillumbik's streets, paths, crossings, stops and stations.**

**Strategic Direction 2.3 – Seek to facilitate a safe and connected walking and cycling environment, that also enables the safe uptake of micro mobility and other mobility modes.**

To make active travel (walking and cycling) viable transportation options in Nillumbik, it is crucial to plan and develop a network of safe and continuous protected bicycle lanes and paths and prioritise the diverse needs of users. Nillumbik's population is projected to have a larger proportion of elderly residents compared to the metropolitan average, while the next five years will see a relatively young and able-bodied population. Different life stages require varying mobility necessities for Nillumbik's residents and visitors, including children learning to ride bikes on roads, parents/carers with strollers, and individuals using mobility aids and/or wheelchairs and mobility scooters. Older people are also utilising e-bikes in increasing numbers as it makes our hilly terrain less taxing while still enjoying the benefits. It is vital to consider how transportation and street infrastructure can be thoughtfully designed and maintained to meet these unique needs and be universally accessible – meaning a person of any ability is able to access and physically interact with transport and its related infrastructure. Moreover, by implementing uncomplicated measures that reduce physical barriers to access and movement, not only will the quality of life for these users improve, but the wider Nillumbik community will also benefit. Considering Nillumbik's age profile, if we design the Shire to cater to the needs of both an 8-year-old and an 80-year-old, it will undoubtedly benefit people of all ages.

The streets in Nillumbik are an integral aspect of our community, providing access to a variety of users for different purposes. To ensure a safe, accessible, and efficient transport system, it's crucial to proactively manage our streets. User-friendly streets feature measures such as low vehicle speeds, low traffic volumes, balanced priority for various transport modes and users, and enable greater sharing between users of streets and public spaces.

Nillumbik Council aims to develop an active transport strategy to identify a range of comprehensive actions aimed at promoting walking, cycling, and other active travel modes in the Shire. These actions may include network improvements and educational programs aimed at overcoming any barriers often associated with these modes of transportation, improving wayfinding signage (including mobility maps), creating firm, wide, continuously accessible paths of travel and lighting along well utilised paths and implementing crime prevention measures. Strategically spaced seating (e.g. every 60m) also promotes walking for older people and people with a disability who can only travel short distances at any one time.

End-of-trip facilities such as bike racks, secure parking, charging options for mobility scooters, showers, and changing rooms make it easier and more attractive for people to

choose active transport modes over motorised transport. Having secure bike storage facilities and designated pedestrian paths or walkways can help reduce the risk of theft or accidents, promoting a safer environment for active transport users. Quality end-of-trip facilities can also increase the accessibility of workplaces, public spaces, and other destinations to active transport users, including people with disabilities or those who need to travel with gear or equipment. Furthermore, encouraging active transport modes through end-of-trip facilities can reduce carbon emissions and improve air quality, promoting a more sustainable and environmentally friendly transport system, that will assist Council to reach its climate action goals.

## Objective 3 – Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

### **Strategic Direction 3.1 - Engage with the State Government to review and improve Nillumbik's public transport network.**

Council will advocate for better public transport services and infrastructure to enhance the appeal of public transportation as a viable transportation alternative for the Nillumbik community, including a regional Local Area Bus Review.

### **Strategic Direction 3.2 – Advocate to the Victorian Government to improve the access to and between public transport modes for users.**

Making the public transport system universally accessible will allow individuals of all abilities to utilise it within the Shire. Additionally, enhancing the integration between public transport and other modes of transportation such as walking and cycling will provide the community with a variety of transportation options when travelling to a bus stop or train station as part of a larger journey.

### **Strategic Direction 3.3 – Further explore accessible on-demand services (e.g. community bus and taxi/uber) in areas living in the Green Wedge areas of the Shire.**

Accessible on-demand services ensure equal transportation access for those with disabilities, older adults, and those without private transportation. They improve mobility and independence, reduce social isolation, and promote inclusion, creating a more equal society. There are opportunities to expand the Flexiride model for Greensborough and surrounding areas.

As a community situated in the green wedge, rural residents within the Shire face obstacles relating to access and mobility, particularly among children, young adults, and elderly individuals. The issue of accessibility can significantly impact health and wellbeing, including access to employment and social connections. Surveys conducted in support of the development of Council's Health and Wellbeing Plan 2017-2021 and community engagement activities that informed this ITS both indicated that public transportation in the green wedge received relatively low satisfaction ratings from residents.

Public transport serves as a vital means of transportation by linking people to various destinations through a diverse range of transport modes, such as buses, trains, taxis, and on-demand community transport. It offers an alternative travel option for individuals who lack access to a private car due to factors such as age, disability, or socioeconomic circumstances.

While Council can improve access, connectivity and amenity around public transport stops, within Victoria, public transport is the State Government agency's (DTP's) responsibility for the coordination, connectivity and frequency of services. However, in trying to secure improvements to the public transport system within Nillumbik, Council has an important role in advocating to the State Government for public transport improvements on behalf of the community.

Although 60% of people commute to work by driving, only 3% of Nillumbik residents use public transportation. Among those using public transport, 2.25% use trains while the

remaining 0.75% mostly rely on buses. The current state of public transport in Nillumbik calls for enhancements, particularly in the efficiency, frequency, and directness of bus services within the Shire and to neighbouring LGAs. To achieve these improvements, the Council will lobby the DTP for better bus services and more frequent weekday and weekend service frequencies for the Hurstbridge line.

Mobility as a Service (MaaS) and on-demand services encompass a variety of innovative mobility providers, including ride-sharing and e-hailing services (such as Uber), bike-sharing programs, and car-sharing services (such as GoGet). Millennials are likely to be the early adopters of MaaS, as they are generally less interested in driving or owning private vehicles compared to previous generations who were more familiar with this option. However, older people are also interested in MaaS as it offers a more socially inclusive and cost-effective package of transport modal choices.



## Objective 4 - Encourage land use planning that supports safe and sustainable transport outcomes

**Strategic Direction 4.1 - Ensure parking, including accessible parking, is appropriately supplied and managed.**

**Strategic Direction 4.2 - Encourage the operation of car sharing services and carpooling among residents, institutions, and businesses.**

**Strategic Direction 4.3 - Ensure streetscapes serve their appropriate movement and place functions.**

**Strategic Direction 4.4 - Encourage the safe uptake of micro mobility and associated infrastructure to support behaviour change within the Shire.**

The way in which land is used has a significant impact on the transportation choices made by the community. This is because the location of new developments can affect the availability of parking, access to public transportation, and the presence of safe and appealing areas for walking or cycling. Plan Melbourne prioritises the development of "20 minute neighbourhoods," where people can meet most of their everyday needs within a 20-minute walk, cycle, or local public transport trip from their home. These neighbourhoods rely on activity centres, which are central to serving the surrounding community. By concentrating land use in and around these centres, the idea of living locally is reinforced, reducing the need for long-distance travel and improving liveability and economic vitality. However, this is only possible when there is sufficient planning to increase the use of sustainable transportation modes. Through the implementation of zoning regulations, overlays, and policies, Council can shape and influence the development of the Shire. The Eltham and Diamond Creek Activity Centre Structure Plans provide the strategic framework for the development and growth of each centre, while the Nillumbik Planning Scheme outlines the guidelines for the use, protection, and development of land in the area.

A high-level parking analysis across the Shire carparks identified a number of them to be significantly underutilised (85% utilisation is, according to industry best practice, considered an efficient utilisation rate). This may suggest a review of the Shire's parking policies may be required to enable efficient land use outcomes within activity centres and to promote more sustainable modes of travel for short trips.

Car-pooling and car sharing have become increasingly popular in Australia in recent years, with many successful programs and initiatives implemented across the country. GoGet and Flexicar are two car-sharing program companies that allows members to rent cars by the hour or day. The program has been successful in promoting sustainable transportation options in cities like Sydney, Melbourne, and Brisbane where households may not need to purchase a vehicle to travel. With regards to car-pooling there is a larger promotional role Council could play to various institutions and businesses within the Shire.

Council will apply DTP's Movement and Place Framework when undertaking streetscape upgrades and planning for transport upgrades along corridors. At the core of movement and place ideology is acknowledging that streets serve multiple purposes. While transport links

facilitate movement from one place to another, they also function as important destinations and gathering places in their own right.

A key aspect of changing the behaviour of people to uptake more sustainable travel mode outcomes is the providing the appropriate associated infrastructure. To encourage the safe uptake of micro mobility for short trips around the Shire, Council will explore the feasibility of installing micro mobility associated infrastructure such as recharging facilities, provide quality infrastructure such as raised bike paths with appropriate surfacing and safe crossings around the shire.

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Participate Nillumbik

Integrated Transport Strategy

Apr 22, 2024 - May 28, 2024

Project: Integrated Transport Strategy

Tool Type: Form

Activity ID: 483

Exported: May 28, 2024, 11:40 AM

Exported By: [REDACTED]

Response No:  
1

Contribution ID: 25404  
Member ID:  
Date Submitted: May 27, 2024, 04:42 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q3** If somewhat or no, what has been missed?
- Long Text
- Location of roundabouts, pedestrian crossing safety, developers need to provide off street parking, on street parking blocking traffic - empty garages, often difficult to find parking for elderly people, Residential on street parking dangerous.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Somewhat
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- roundabout S LOCATED WITH PEDESTRIAN CROSSINGS DANGEROUS , no integration with buses and trains, safe street corners required for crossings, poor footpath condition.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- Parking on street -one side parking only, more parking restrictions. speed limits
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- Q10** First Name
- Short Text
- Q11** Last Name
- Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
2

Contribution ID: 25399  
Member ID:  
Date Submitted: May 27, 2024, 03:01 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

Public transport options desperately needed to post secondary and tafe education ( Bundoora, Lilydale) from hurstbridge/diamond creek so that under 18s and those without a car can access education options

Youth access to sports activities on weekends - weekend operation of bus from Hurstbridge to greensborough desperately required

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	
Q17	How did you hear about this consultation?
Multi Choice	Poster



Response No:  
3

Contribution ID: 25395  
Member ID:  
Date Submitted: May 27, 2024, 12:29 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat

**Q5** If somewhat or no, what key issues are missing?  
Long Text  
Hurstbridge train station clean up. Lots of ugly old infrastructure still sitting there!!

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
Safe pedestrian crossings in Hurstbridge needs to be prioritised

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Just to reiterate safe crossings in Hurstbridge. I feel like poor old Hursty gets left behind the other suburbs because we are semi rural. But there are so many young families moving the area, it's getting busier and there are more kids around. We really need to make sure the roads are safe to cross. I'm worried about the end of the walking track and crossing over to Bambara road. [REDACTED]

**Q10** First Name  
Short Text  
[REDACTED]

**Q11** Last Name  
Short Text  
[REDACTED]

Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	25-34
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
4

Contribution ID: 25393  
Member ID:  
Date Submitted: May 27, 2024, 12:23 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q3** If somewhat or no, what has been missed?

Long Text

Risks in the roads leading into Hurstbridge from Kangaroo Ground and Kinglake

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Somewhat

**Q5** If somewhat or no, what key issues are missing?

Long Text

It's highlighted, but I'm not aware of changes in speed limits on the Kinglake road into hurstbridge

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

Reducing and enforcing lower speed limits

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

Putting speed bumps along the road into Hurstbridge from Kinglake

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Female

Age group

35-44

Suburb

Hurstbridge

Are you

A person with disability, inclusive of mental illness

How did you hear about this consultation?

Other: Whatsapp message


Response No:  
5

Contribution ID: 25392  
Member ID:  
Date Submitted: May 27, 2024, 12:03 PM

Q1	Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
Select Box	Yes
Q2	The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
Multi Choice	Yes
Q3	If somewhat or no, what has been missed?
Long Text	
Q4	The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
Multi Choice	Yes
Q5	If somewhat or no, what key issues are missing?
Long Text	
Q6	The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
Multi Choice	Yes
Q7	If somewhat or no, please identify what key opportunities are missing?
Long Text	
Q8	Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
Ranking	Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness Enable emerging sustainable transport Encourage land use planning that supports safe and sustainable transport outcomes
Q9	Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
Long Text	Increased pedestrian safety in areas outside activity centres. It seems like those of us living outside of Eltham and, to a lesser extent, Diamond Creek, don't have as much investment in pedestrian safety measures such as pedestrian refuges and road markings.
Q10	First Name
Short Text	
Q11	Last Name
Short Text	

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Integrated Transport Strategy



Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	25-34
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
6

Contribution ID: 25388  
Member ID:  
Date Submitted: May 26, 2024, 08:01 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Somewhat

**Q5** If somewhat or no, what key issues are missing?

Long Text

1. People are less inclined to take public transport as they are known hot-spots for disease transmission (like covid, influenza, colds). People don't want to get sick. Public transport - particularly buses - are not well ventilated which is why diseases spread, and particularly when it's very busy and crowded (but not only when crowded - many diseases are airborne, which means in a poorly ventilated bus someone sick sitting at one end of the bus can infect someone sitting at the other end). We need clean indoor air in public transport.  
2. Getting from some places to some major employers, like RMIT and La Trobe Unis (Bundoora campuses), is very long. From Apollo Parkways, it takes 2-3 buses or a bus, train and bus. About an hour, if the connections arrive on time. Why take public transport when it is a 15-30 min drive depending on traffic?

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

Thanks for your work

**Q10** First Name

Short Text

[REDACTED]

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	25-34
Q15	Suburb
Select Box	Greensborough
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Other: Website



Response No:  
7

Contribution ID: 25380  
Member ID:  
Date Submitted: May 25, 2024, 04:58 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
See notes in the section on additional comments
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
  - Re parking in the centre of Eltham. At present, a large amount of land in central Eltham and Diamond Creek is devoted to parking, for supermarkets, shops and the railway stations. Consideration could be given to making some of this land available for medium-density housing. This would be a way of bringing a substantial number of people into close proximity to public transport and retail centres; the easiest way to bring large numbers of people within sustainable distance of town centres is to have them live there.
  - I would argue that fixed-route bus services offer a preferable option to on-demand services, and that this should be given priority over the provision of on-demand services. While the latter options should definitely be considered in some circumstances, the benefits of increasing the frequency of fixed-route services bring a disproportionate increase in a service's usefulness. If a service is made more frequent and reliable, more people will use it. A local bus needs only 6 boardings an hour to be viable economically [https://www.busvic.asn.au/sites/default/files/uploaded-content/website-content/Resources/Reports\\_Articles/moving\\_people\\_-\\_connecting\\_neighbourhoods\\_the\\_20\\_minute\\_city\\_-\\_march\\_2015.pdf](https://www.busvic.asn.au/sites/default/files/uploaded-content/website-content/Resources/Reports_Articles/moving_people_-_connecting_neighbourhoods_the_20_minute_city_-_march_2015.pdf)

Regardless of this, residents in the remoter areas of the shire should be offered a regular service, even if it is uneconomic, and council should advocate to state government for this. Access to public transport is a right for all citizens, similar to public health care and education.

  - Better connectivity between trains and buses is key to people using these services more. If a bus regularly meets every train service until late in the evening, this avoids the need for residents to drive in to the city as they know

there will be transport available for them for the return journey.

- Supermarket delivery services could reduce the need for residents to drive to the supermarket. This is efficient and sustainable - deliveries can be grouped together in an area for maximum efficiency, and delivery vehicles can be electric for short-haul trips.

- A safe and connected walking and cycling environment is a worthy goal (Strategic direction 2.3). Furthermore, street design that prioritises shared usage and low vehicle speeds would be a big step in this direction. Other cities in the world have implemented this strategy, e.g. Amsterdam has recently introduced a speed restriction of 30km/h in many of its streets. Clever street design and reduced speed avoids the need for a large amount of street signage or separate bike lanes – these features automatically indicate to motorists that this is a shared space and caution must be taken. A reduced speed limit on many streets would make streets safer for children, and would encourage walkers and cyclists to use these modes of transport for travelling more widely around the urban areas.  
<https://www.youtube.com/watch?v=JRbNbc-97Ps>

- Related to the above point, good urban design would clearly demarcate roads that are designed for going places and roads where people live. The latter should be designed to make it clear that these are shared spaces for cars, walkers, cyclists and children (e.g. low speed limit, reduced laneway space for vehicles, limited parking space).

- Also related to this same strategic direction, the following is proposed: ‘...creating firm, wide, continuously accessible paths of travel and lighting along well utilised paths and implementing crime prevention measures.’ This is a worthwhile goal, but I would advocate that a balance needs to be found in creating infrastructure for walking and cycling, while avoiding the need to remove roadside vegetation, particularly indigenous vegetation, to create wide paved bike or walking paths. It is important that as many trees are retained as possible, not only in the interests of biodiversity protection and retention of neighbourhood character, but because of the valuable role that trees play in mitigating urban heat island effect for walkers and cyclists. One possible solution lies in reducing the width of the roadway and redesigning it into a shared space for all users. Lighting, if provided, needs to be of low intensity, and sited low to the ground to prevent unnecessary interference with nocturnal animals.

- Council priorities should be to incentivise active transport and public transport options first, with less weighting put on ride share and on-demand bus services.

- At present, activity centres prioritise cars and not pedestrians. This is particularly problematic in Eltham and Diamond Creek town centres, where pedestrians are forced to weave their way between parked cars in carparks to get from residential areas to the shops. This creates an unappealing environment in which to walk and therefore discourages people from doing so. Every effort should be made to redesign these town centres to remove parked cars and carparks from town centres, and make them more attractive to pedestrians, including making pedestrian paths that are as direct as possible. The aim is to create an environment where pedestrian needs are shown to be valued over the needs of cars.

**Q10 First Name**

Short Text

**Q11 Last Name**

Short Text

**Q12 Email**

Email

**Q13 Gender**

Multi Choice

Female

**Q14 Age group**

Multi Choice

65-84

**Q15 Suburb**

Select Box

Eltham

**Q16 Are you**

Multi Choice

None of the above

**Q17 How did you hear about this consultation?**

Multi Choice

Email

Response No:  
8

Contribution ID: 25371  
Member ID:  
Date Submitted: May 24, 2024, 04:45 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text  
Attitude seems to be to reduce use of cars even though the expressed preferences of the population is to use cars. This issue is much more significant for older and disabled people. I am one of both.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
No
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Need to make more allowance for fact distances and topography make car use a preferred choice, again especially for older and disabled people who cannot ride a bike or walk up and down all the hills -- to get to busses for example -- and then stand about waiting for the infrequent bus service.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
No
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
ned to emphasise mor disabled parking options for the older and disabled people in the parking that is avai;lable. Also what about timed meter parking?
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
The paper seems to largely ignore the needs of the Shire's older people
- Q10** First Name  
Short Text  
[REDACTED]
- Q11** Last Name  
Short Text  
[REDACTED]
- Q12** Email  
Email  
[REDACTED]

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	E-newsletter

Response No:  
9

Contribution ID: 25370  
Member ID:  
Date Submitted: May 24, 2024, 02:59 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

As is acknowledged in the Issues paper, geography is a major constraint on active transport modes in the Shire. Firstly it provides a disincentive due to the physical effort of walking and cycling. Secondly it constrains the number of alternative routes that a more grid based road network in a flatter LGA might offer.

Given the constraints of route choices, it is even more critical that the Council provides facilities that will provide safe and smooth alternatives to car based transport. As has been recently reported in The Age (18/4/24) even the best intentioned efforts of the adjoining City of Whittlesea have done little to shift the reliance on cars for transport over an extended period.

If the Shire of Nillumbik are serious about reducing car dependency, then significant effort must be put in to making cycling and walking safe, efficient and viable alternatives, rather than just add ons after cars have been catered for.

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

General comments:

- Whilst the paper acknowledges that road congestion in the Shire is not at its peak (p.43), the area around Bolton St/Bridge St/Sherbourne Rd does experience notable congestion in the morning and late afternoon/evening periods, presumably a significant proportion of which is "through" traffic, originating and/or ending outside the Shire.
- There is no comment in the Paper as to what effect the opening of the North East Link will have on potentially removing or redirecting traffic that crosses the Shire, particularly the south western portion.
- There is no consideration of allowing some form of "self regulation" of congestion in the Shire. In other words, rather than attempting to increase road space (with its subsequent increase in

traffic levels), allow congestion to act as a disincentive to driving thus increasing the attractiveness of alternative transport modes.

- As has been stated by [REDACTED] The Australia Institute, we use taxation to promote desired behaviours (eg. reduced registration for EVs) and discourage undesired behaviours (eg. tobacco and alcohol tax). Similarly, we should be looking at incentives to encourage active transport modes and disincentives to discourage car use.

Public transport:

- Acknowledging that the provision of public transport is a state government responsibility, much of this network in the Shire and adjoining areas seems stuck in a 1960s mindset, where people travel to work in the city Monday to Friday and either use cars or stay home on the weekend. The off peak (11:00AM Sunday) Eltham isochrone map on page 40 is a sad indictment of the way the Melbourne public transport network does not cater for contemporary traffic patterns. With the CBD, Ringwood and Thomastown the outer limits of what can be reached in 60 minutes of travel, is it any wonder that the streets are choked with cars on weekends.

Cycling:

- It needs to be acknowledged that different "categories" of cyclists have differing needs. For an experienced cyclist commuting or travelling for utility (eg. shopping or any other activity for which a car might otherwise be used), the requirement is for fast, direct routes with a minimum of stopping due to street intersections. For a less experienced rider who may be concerned

about car traffic, more road interventions such as segregated lanes or a less direct or slower route may be needed or accepted.

- Given the high number of trips within the Shire, for example to the Diamond Creek and Eltham activity centres (p.37), there should be plenty of scope for some of those trips to be moved from car to bicycle. The traffic calming measures installed recently in Bible St, Eltham and the installation of multiple bicycle racks around the Eltham activity centre are steps in the right direction.

- Although suitable for recreational use, the Diamond Creek Trail is ill suited for cyclists traversing the Eltham/Research area, due to its circuitous nature, slow shared traffic, high number of street crossings and poor surface. Currently, many potential cyclists would be put off using Main Rd through Eltham/Research due to its perception as a car sewer, (see The Age 20/4/24 where [REDACTED] described Eltham as "a bit of a highway"). Green surfaced bicycle lanes along Main Rd should be seriously considered to provide a safer and direct option through Eltham/Research as well as clearly sending a message that this road is a shared space.

- It stands to reason then that where there is a lack of options (eg. north/south through Eltham), those few (or in some cases, only) routes should be made as safe and therefore attractive as possible for more vulnerable modes of transport such as cycling. Notable examples which are currently of marginal safety for cyclists include Main Road from southern Shire boundary all the way to Research and Aqueduct Rd from Diamond Creek Rd to the St Helena shopping centre - Similarly, Wattleree Rd from Progress Rd to Ryans Rd is unsuitable for all but the most confident cyclist, with no viable alternative routes existing.

- Lack of continuity of cycling routes within the Shire or with adjoining LGAs act as frustrating disincentives. This includes the bicycle lanes northbound on Fitzsimmons Lane, Templestowe that vanish when crossing in to Nillumbik as well as the shared pathway on the west side of Plenty Rd that stops abruptly at the Diamond Creek Rd intersection.

- A notable cycle "unfriendly" area is the Bolton St/Bridge St/Sherbourne Rd series of intersections where painted bike lines disappear approaching the roundabouts, leaving the brave cyclist to negotiate several lanes of congested traffic. Again, constrained by geography, there are few other options for cyclists to use in this area, acting also as a disincentive to potentially shift people from car based transport. Currently this intersection has 1980s era bicycle traffic treatment that urgently needs to be updated to that implemented by many inner Melbourne councils

- One potential shining example of fast direct cycling routes between activity centres, the Greensborough to Eltham path project along the railway line, seems to have stalled. The rail duplication between Greensborough and Montmorency has been open for over 12 months, yet no further construction on the partially constructed bicycle route seems to be occurring

- Beyond the recreation focussed Diamond Creek Trail from the Yarra River to Hurstbridge, there appears to have been little done to improve conditions for cyclists in the Shire of Nillumbik since the 1980s. The impression that a casual observer might take away is that the Council have simply decided that it is simply too hard and given up. The ITS paper is a marked step in a progressive direction, recognising the urgency to reduce the reliance on car based transport. There is clearly a lot of catch up work to be done in the Shire, but many other LGAs, notably in inner Melbourne, provide plenty of examples of how to increase low impact transport use through infrastructure and traffic management.

- For a hilly LGA such as Nillumbik, the advent of mass produced eBikes has the potential to offer a serious viable alternative to car based transport. Able to negotiate the steepest hills with minimal effort from the rider, an eBike offers the storage and parking convenience of a conventional bike, without the sweat and effort and can often take the role of the second family car (Daily Mail 21/10/22). Other states (eg. Tasmania) offer rebates for the purchase of eBikes. As well as promotion through Council channels, offering residents incentives such as rebates or possibly bulk purchase schemes should be considered

- Council should consider the creation of a Sustainable Transport Officer role to research, promote and monitor initiatives throughout the Shire as well as coordinating efforts with other adjoining LGAs

In summary, if we are to make serious changes to the way people move around the Shire of Nillumbik, the provision of safe and efficient cycling facilities must be given a major boost from what is currently on offer. To offer a credible alternative to driving a car, residents must be convinced that that their safety is not threatened by car traffic and that their journey as a cyclist will not be less convenient than if they had taken their vehicle.

Whilst it is probably unrealistic to hope that a Netherlands style transformation could be achieved in the Shire, the projection that transport will be Australia's highest emitting sector by 2030 (Guardian, 23/5/24) calls for a sea change in the way we look at personal mobility.

Q10

First Name

Short Text

Q11

Last Name

Short Text

Q12

Email

Email

g

Q13

Gender

Multi Choice

Q14

Age group

Multi Choice

Q15

Suburb

Select Box

Eltham

Q16

Are you

Multi Choice

Q17

How did you hear about this consultation?

Multi Choice

Response No:  
10

Contribution ID: 25369  
Member ID:  
Date Submitted: May 24, 2024, 12:39 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Our current public transport infrastructure is not as much of a limitation as is often implied. With the recent Hurstbridge line duplication works, it is now physically possible to run a 10 minute all day service to Eltham, and 20 minute all day to Hurstbridge. This capacity simply isn't being used in the current timetable (outside of brief periods during the peaks), despite the massive investment and disruption. The bus network could also run at a much higher frequency with better connections to the rail network using existing infrastructure.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
There needs to be a strong focus on fixing our bus timetables and routes. At the moment, most bus services aren't timed to connect with trains, often run at frequencies which don't match the trains (eg Route 580 running a 30 min frequency produces highly unpredictable connections with the Hurstbridge line running at 20/40 min frequencies). Busses need to run later into the night, connecting with trains right up until the end of service. People won't catch the bus to the station in the morning if they can't rely on it being there when they come back at night. The 20 minute all day train frequency to Eltham needs to be extended to Hurstbridge (largely for the benefit of Diamond Creek), this is already possible with existing infrastructure. Large car parks at stations are very poor use of land, and better bus services make station car parks largely redundant. All busses need to run 7 days a week.



Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	25-34
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
11

Contribution ID: 25367  
Member ID:  
Date Submitted: May 24, 2024, 12:10 PM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Yes

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Yes

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Yes

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

Enable emerging sustainable transport

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive

Encourage land use planning that supports safe and sustainable transport outcomes

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Q10

Short Text

First Name

Q11

Short Text

Last Name

Q12

Email

Email

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Integrated Transport Strategy



Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
12

Contribution ID: 25358  
Member ID:  
Date Submitted: May 22, 2024, 06:28 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat

**Q3** If somewhat or no, what has been missed?  
Long Text  
I think it has been under estimated .

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
No

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
A lot of older members of the population are not able to walk and not enough tracks around

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Panton Hill
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
13

Contribution ID: 25354  
Member ID:  
Date Submitted: May 22, 2024, 01:43 PM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

more trains

Q10

Short Text

First Name

Q11

Short Text

Last Name


Q12

Email

Email

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Integrated Transport Strategy



Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Male

Age group

25-34

Suburb

Panton Hill

Are you

A person identifying as LGBTIQA+ (Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual)

How did you hear about this consultation?

Attended a pop-up

Response No:  
14

Contribution ID: 25353  
Member ID:  
Date Submitted: May 22, 2024, 01:42 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
no i do not thank you:)

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email



Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Doreen
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
15

Contribution ID: 25352  
Member ID:  
Date Submitted: May 22, 2024, 01:41 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

- buses more frequent and go into side streets so reduce walking distance

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Other: I got invited by a teacher to attend the event.

Response No:  
16

Contribution ID: 25351  
Member ID:  
Date Submitted: May 22, 2024, 01:37 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

- Add more consistent lighting for safety when walking at night

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

<b>Q13</b>	<b>Gender</b>
Multi Choice	Female
<b>Q14</b>	<b>Age group</b>
Multi Choice	25-34
<b>Q15</b>	<b>Suburb</b>
Select Box	Other: Watsonia
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Attended a pop-up

Response No:  
17

Contribution ID: 25350  
Member ID:  
Date Submitted: May 22, 2024, 01:34 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

Not enough quality, fast and accessible public transport in the area making us too reliant on cars that have high emission

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Male

Age group

15 -19

Suburb

Diamond Creek

Are you

None of the above

How did you hear about this consultation?

Attended a pop-up

Response No:  
18

Contribution ID: 25349

Member ID:

Date Submitted: May 22, 2024, 01:33 PM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Somewhat

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Q10

Short Text

First Name

Q11

Short Text

Last Name

Q12

Email

Email



Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Other: 3072
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
19

Contribution ID: 25348  
Member ID:  
Date Submitted: May 22, 2024, 01:33 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

No

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Somewhat

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	Under 15
Q15	Suburb
Select Box	
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
20

Contribution ID: 25347  
Member ID:  
Date Submitted: May 22, 2024, 01:29 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

No

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	Under 15
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
21

Contribution ID: 25346  
Member ID:  
Date Submitted: May 22, 2024, 01:29 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

No

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

No

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Female

Age group

Under 15

Suburb

Other: Macleod

Are you

None of the above

How did you hear about this consultation?

Attended a pop-up

Response No:  
22

Contribution ID: 25345  
Member ID:  
Date Submitted: May 22, 2024, 01:25 PM

Q1	Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
Select Box	
Q2	The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
Multi Choice	
Q3	If somewhat or no, what has been missed?
Long Text	
Q4	The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
Multi Choice	
Q5	If somewhat or no, what key issues are missing?
Long Text	
Q6	The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
Multi Choice	
Q7	If somewhat or no, please identify what key opportunities are missing?
Long Text	
Q8	Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
Ranking	
Q9	Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
Long Text	No
Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male

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Integrated Transport Strategy





Q14	Age group
Multi Choice	Under 15
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
23

Contribution ID: 25344  
Member ID:  
Date Submitted: May 22, 2024, 01:24 PM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Yes

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Yes

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Yes

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive

Encourage land use planning that supports safe and sustainable transport outcomes

Enable emerging sustainable transport

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Q10

Short Text

First Name

Q11

Short Text

Last Name


Q12

Email

Email

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Integrated Transport Strategy



Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Female

Age group

Under 15

Suburb

Plenty

Are you

A person speaking English as a second language

How did you hear about this consultation?

Other: School

Response No:  
24

Contribution ID: 25343  
Member ID:  
Date Submitted: May 22, 2024, 01:23 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

Enable emerging sustainable transport  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

more train and bus times and more notice on cancelled bus and trains

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Wattle Glen
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Instagram

Response No:  
25

Contribution ID: 25342  
Member ID:  
Date Submitted: May 22, 2024, 01:23 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
No

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
We need more buses that can take us from places where it is not close to a train station so you aren't taking one or more buses just to get to the train station.

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Other: Kinglake
Q16	Are you
Multi Choice	A person identifying as LGBTIQA+ (Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual)
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
26

Contribution ID: 25341  
Member ID:  
Date Submitted: May 22, 2024, 01:23 PM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

more train and bus times more regularly

Q10

Short Text

First Name

Q11

Short Text

Last Name


Q12

Email

Email

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Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Nillumbik News

Response No:  
27

Contribution ID: 25340  
Member ID:  
Date Submitted: May 22, 2024, 01:15 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

Encouraging sustainable public transport should ideally be prioritized over individual/family vehicles

Public transport could be safer at night, generally discouraging to go out after dark

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Non-binary
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
28

Contribution ID: 25339  
Member ID:  
Date Submitted: May 22, 2024, 01:13 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

I drive everywhere out of convenience and due to my work being done in multiple locations.

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	25-34
Q15	Suburb
Select Box	Other: Lower Plenty
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
29

Contribution ID: 25336

Member ID:

Date Submitted: May 21, 2024, 04:54 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q3** If somewhat or no, what has been missed?
- Long Text
- "Tradie" traffic passing through AM + PM to new housing estates - dangerous speeding and over taking
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Somewhat
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- Duplicating train line all the way to Hurstbridge would help parts have been started but much is un-started/ unfinished
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- Diverting traffic away from arthurs creek, panton hill and hurstbridge would help to retain the country or village aspects and safety of all
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- Designated bus routes / timetables several times per week from Strathewen and from St Andrews to Hurstbridge rail station would help older residents
  - More/ suitable signage (eg: on road itself) at specific points of wildlife crossing would help save Kangaroos and wombats etc from speed and carelessness ef: Greens road/ main road/ north of hiedelberg road (arthurs creek area)
  - suitably placed and well signed pedestrian crossings are needed in parts of Hurstbridge eg rose av/ anzac ave/ towards primary school
- Q10** First Name
- Short Text
- REDACTED

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Arthurs Creek
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
30

Contribution ID: 25335

Member ID:

Date Submitted: May 21, 2024, 04:43 PM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Somewhat

Q3

Long Text

If somewhat or no, what has been missed?

It states shire car parks have 85% utilization. Nillumbik under utilized. It is very hard to get a park if you want to catch a train or have a meeting near Eltham Station. Bike riders use main road Eltham on weekends particularly

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Somewhat

Q5

Long Text

If somewhat or no, what key issues are missing?

Bus stops need to be made user friendly for those with mobility issues

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Yes

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

The road surfaces and pathways need to be maintained. Footpaths around Eltham shops are very uneven and the surfaces are broken. The placement of the new pedestrian crossings in Eltham are dangerous for both pedestrians and cars. More limited parking on narrow roads. at the moment congestion is building on mostly township streets and other Eltham Streets. Deep patterns are also a danger when there is parked cards and two card trying to pass

Q10 First Name

Short Text

Q11 Last Name

Short Text



Q12
Email
Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Email

Gender

Female

Age group

65-84

Suburb

Are you

None of the above

How did you hear about this consultation?

Attended a pop-up

Response No:  
31

Contribution ID: 25334  
Member ID:  
Date Submitted: May 21, 2024, 12:43 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Yes
- Q3** If somewhat or no, what has been missed?
- Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Somewhat
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- Good report and captures most issues well. Just one that I thought might be worth contributing, when promoting the use of sustainable and active transport, can the local artists and well-established arts culture be used to help with community buy in? e.g. local artists design or decorate feature seats along key walking trails (outlined in report) that could become a promotable feature of local walking trails as well as help those who might need breaks on their walks? Small sitting-oriented sculptures are a feature of some walking trails in Tasmania. While these are tourism oriented, I can't see any reason why we couldn't use an approach like this to encourage active transport in an area like Nillumbik. Combines arts/culture/infrastructure and can be staggered over number of years.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- Yes, pretty well. See previous answer and about how the local culture of valuing the arts and green wedge to encourage buy-in of local active and sustainable transport.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
1. E-bike and scooter (and similar) promotional, try before you buy type activities. Local champions?
  2. Local community bus route(s) like Manningham Mover that people come to know they can rely on.
  3. Smaller (pref electric) buses, more frequently, better timed to connect with train arrival and departure times. Never understood why all buses have to so big and lumbering.
  4. Better late at night options for young people to get home from work, city etc. Pick up point for taxis, uber. So many late night trips to station to pick up teens.
  5. Make it safer and easier for people using mobility scooters, wheelchairs and prams - please test the walking routes by actively engaging the users for difficult areas. e.g. bad crossings, too steep, bumps, no footpath etc.
  6. Encourage higher density innovative housing near stations and activity centres - e.g. Nightingale type developments. Good to see housing co-op likely to go ahead. More of this please. Show locals things can be done

differently. Doesn't all have to be happening in the People's Republic of Merribek!!  
 7. Better and more widely promoted and disseminated Nillumbik Walking Map (e.g. on paper to stick on the fridge as well as online) Attractive, like the Artisan Hills map.  
 8. \*\*\* Getting out if bushfire threatens - I have heard that lives are expected to be lost in Eltham area if a catastrophic fire event happens due to bottlenecks and difficulty of so many people trying to get out in a hurry (despite warning to leave early). Very real threat. Some improvements have been made. Ebikes and scooters and lots of other options could help here. Important consideration for transport.  
 9. Speeding on local main/VicRoads roads. More flashing signs warning that drivers are coming into built up areas and to slow down! Or reduce speed limit further in more built up areas.  
 10. Battery-powered micro-mobility should be a game changer for Nillumbik's topography. Everything you can do to educate, promote, engage people in better options here would seem to be worthwhile.

I am surprised by the number of people in the area who say they don't know about Council activities, programs and yet many of the things they mention are in the Council Magazine that goes to all households. Anything you can do to help people understand that it is worth reading this Magazine/Newsletter would be worthwhile. Incentives, tip vouchers, prizes to subscribe to online news etc etc etc - I'm sure many have been tried but it is worth persisting and getting creative about it!

THANK YOU for your work. As ABC announcer Red Symons used the say, keep going :-)

**Q10 First Name**

Short Text

**Q11 Last Name**

Short Text

**Q12 Email**

Email

**Q13 Gender**

Multi Choice

Female

**Q14 Age group**

Multi Choice

65-84

**Q15 Suburb**

Select Box

Research

**Q16 Are you**

Multi Choice

None of the above

**Q17 How did you hear about this consultation?**

Multi Choice

Other: A few different sources but you give only one option here: Facebook, Nillumbik News, Word of mouth.

Response No:  
32

Contribution ID: 25327

Member ID:

Date Submitted: May 20, 2024, 04:45 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text  
The description of Nillumbik's 'cul-de-sac' environment being a barrier to walking in the shire doesn't really reflect the situation in within the Eltham urban growth boundary as there are many connecting walking paths between residential roads and courts that make it quite easy to walk, particularly in the Woodridge area, where much thought was given to creating a built environment that provided easy access from one area to another along connecting walking tracks, paths between houses, and the Linear Park walkway.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
See additional notes at the end of this survey
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
The following thoughts are offered as suggestions to help shape the Integrated Transport Strategy.  
  
• The issue of parking in the centre of Eltham was briefly touched upon in the discussion around Objective 4 – Encourage land use planning that supports safe and sustainable transport outcomes. This section suggested a review of the shire's parking policies may be required to enable efficient land use outcomes within activity centres and to promote more sustainable modes of travel for short trips. I would like to see more detail here. In view of the fact that one of the best ways to encourage sustainable modes of travel for short trips is to concentrate population density as close to public transport hubs as possible, it would make sense for council to cut back on the number of parking spots in the centre of Eltham (which currently occupy over 3ha of land in central Eltham) and use this land to build medium density housing. Under the Melbourne definition of medium density housing as consisting of 80 dwellings per hectare, you could accommodate 296 dwellings in this space, which could house 888 people at 3 people per dwelling. The people living in these dwellings would have much less need for a car for shopping, and would have public transport options at their doorstep. Even if only some of this land currently devoted to carparks

was allocated to housing, it would still result in a much more efficient use of land, and lead to more sustainable transport outcomes than in the present set-up. The easiest way to bring this number of people within sustainable distance of the centre of Eltham is to have them live there.

- The paper discusses in Strategic Direction 3.3, further exploration of accessible on-demand services in the Green Wedge areas of the shire. While this is a worthwhile goal, it is important to remember that fixed-route buses offer a preferable option to on-demand services, and that increasing frequency disproportionately increases a service's usefulness. The argument is often used that there is no point in such a service in low population areas, as nobody would ever use it. However, the unreliable or infrequent nature of the service is the problem, and discourages usage. The more reliable and frequent a service, the more it will be used. A local bus needs only around 6 boardings an hour to be viable economically, and such a service should be offered to Green Wedge areas of the shire even if it averages fewer boardings per hour than this.

- As well as promoting and incentivising active transport options, council could put forward options such as supermarket delivery services to reduce the need for residents to drive to the supermarket. This is efficient and sustainable - deliveries can be grouped together in an area for maximum efficiency, and delivery vehicles can be electric for short-haul trips.

- Strategic direction 2.3 talks about facilitating a safe and connected walking and cycling environment, including street design that prioritises shared usage and low vehicle speeds. Amsterdam has recently introduced a speed restriction of 30km/h in many of its streets. There is no need for a large amount of street signage or separate bike lanes, as the street design and speed restriction automatically indicate to motorists that this is a shared space and caution must be taken. A reduced speed limit on many streets would make streets safer for children, and would encourage walkers and cyclists to use these modes of transport for travelling more widely around the urban areas.

- While there are many ways that active transport can be encouraged, a balance needs to be found in creating infrastructure for walking and cycling, while avoiding the need to remove roadside vegetation, particularly indigenous vegetation, to create wide paved bike or walking paths. In the interests of biodiversity protection, amenity for walkers and cyclists, and urban heat island mitigation, trees need to be retained. The answer lies in reducing the width of the roadway and redesigning it into a shared space for all users. Lighting, if provided, needs to be of low intensity, and sited low to the ground to prevent unnecessary interference with nocturnal animals.

- Better connectivity between trains and buses is key to people using these services more. This feature is more important in the uptake of sustainable transport options than providing on-demand community bus services or share-drive services, as they have the ability to scale. If a bus regularly meets every train service until late in the evening, this avoids the need for residents to drive in to the city as they know there will be transport available for them for the return journey.

- Council priorities should be to incentivise active transport and public transport options first, with less weighting put on ride share and on-demand bus services.

- Activity centres need to be prioritised for pedestrians and not cars. This is particularly problematic in Eltham and Diamond Creek town centres, where pedestrians are forced to weave their way between parked cars in carparks to get from residential areas to the shops. This creates an unappealing environment in which to walk and therefore discourages people from doing so. Every effort should be made to redesign these town centres to remove parked cars and carparks from town centres, and make them more attractive to pedestrians, including making pedestrian paths that are as direct as possible. The aim is to create an environment where pedestrian needs are shown to be valued over the needs of cars.

- Clearly demarcate roads that are designed for going places and roads where people live. The latter should be designed to make it clear that these are shared spaces for cars, walkers, cyclists and children (e.g. low speed limit, reduced laneway space for vehicles, limited parking space).

**Q10 First Name**

Short Text

**Q11 Last Name**

Short Text

**Q12 Email**

Email

**Q13 Gender**

Multi Choice

Male

Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Age group

35-44

Suburb

Eltham

Are you

None of the above

How did you hear about this consultation?

Word of mouth

Response No:  
33

Contribution ID: 25326  
Member ID:  
Date Submitted: May 20, 2024, 01:01 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q3** If somewhat or no, what has been missed?
- Long Text
- paper(3.2) suggests that roads are not congested. as a road user during peak i argue this suggestion and recommend this wording is reviewed
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- No
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- accessibility to key infrastructure locations within the shire
- as example school drop off times that create congestion and safety concerns for residents
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Yes
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- the paper whilst very detailed, i feel lacks resident safety discussions on the different transport types  
safety items examples  
-crossings  
-car pedestrian interactions  
-bike safety including parking and security
- Q10** First Name
- Short Text
-

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email



Response No:  
34

Contribution ID: 25321

Member ID:

Date Submitted: May 19, 2024, 04:27 PM

Q1

Select Box

**Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?**

Yes

Q2

Multi Choice

**The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?**

Somewhat

Q3

Long Text

**If somewhat or no, what has been missed?**

The needs of the increasing number of older people in Nillumbik need to be given more attention

Q4

Multi Choice

**The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?**

Somewhat

Q5

Long Text

**If somewhat or no, what key issues are missing?**

While most of the important issues and challenges have been captured, I believe insufficient attention is being given to the transport needs of older people who constitute a significant part of the population of Nillumbik. "A range of transport options are required to ensure that the fundamental human rights of older people to freedom of movement are upheld." (Transport for Ageing in Place, Position Statement Older Persons Advocacy Network, 2024). The Nillumbik Integrated Transport Strategy is directed at providing a framework for more sustainable Transport outcomes, and social sustainability, which focuses on equity, justice and community wellbeing is one of the three core pillars of sustainability.

The Issues and Options Paper identifies many of the issues, for example, challenging topography, the need for increased transport choices, for user friendly streets, and for accessible parking, but there is need for further action to meet the needs of older members of the community.

Transport needs of older people vary and an increased range of transport options may assist many, increasing the amount of public transport in outer areas will help, but will not meet everyone's needs. Some older people may have mobility issues, some may have communication difficulties, some may worry about their physical limitations and risk of falling. Some may fear being treated with disrespect, or even being abused. Even if the person has the ability to meet the cost of a taxi, the taxi driver may not have the training and ability to assist those with limited mobility. Older people receiving home services have a right to access safe transport to medical, dental, allied health appointments, and social and leisure activities and may require door to door transport, but many are limited by funding and service availability.

Nillumbik does have door to door community door to door transport services but they have limited hours and are subject to availability. Other providers can also sometimes provide such services but again access is subject to availability. The cost to the person can vary - People who move from the Commonwealth Home Support Program (CHSP) to a Home Care Package(HCP) are no longer eligible for subsidised services and must pay the full cost from their HCP funds. People who enter Residential Aged Care must pay for transport from their personal funds. There is need for more attention to be given to the transport needs of older members of the Nillumbik community.

Q6

Multi Choice

**The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?**

Somewhat

Q7

Long Text

**If somewhat or no, please identify what key opportunities are missing?**

Encouraging population growth in the activity centres would certainly be worthwhile, and strategies to encourage older people to live in, or close to the activity centres would reduce their need for assisted transport if they became unable to drive. However, I fear efforts to isolate population growth to the activity centres would be strongly resisted and would have limited success.

There is need for clear and readily accessible communication and education about the crucial role transportation measures have in achieving more sustainable outcomes. Care is needed to resist measures that appeal only (or mostly) to those who are already aware and committed, and to connect with the less committed. There is ongoing opportunity to raise awareness of the need for an effective response to climate change and the benefits to the

	community of sustainable development, (including social sustainability)
<b>Q8</b>	<b>Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)</b>
Ranking	
<b>Q9</b>	<b>Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?</b>
Long Text	<p>Greater consideration must be given to the needs of older people, including those with disabilities. The number of older people in Nillumbik is increasing and the strong move to ageing in place means that it will continue to do so. Community transport services need to be increased and opportunities for people to volunteer to serve as community drivers need to be promoted and advertised. Many people living in Nillumbik do not know such a service exists, and I suggest that many would be willing to participate in such a program. (Volunteer drivers transported outpatients to and from Austin Health for many years prior to the service, which was largely managed by volunteers, being discontinued)</p> <p>The WHO Guide to Global Age Friendly Cities includes transportation in the eight domains identified as key services for age friendly cities and communities, and local governments are well placed to respond to the health and well-being needs of the community. Local governments can play a key role in social planning, working to address social issues and to build community accessibility and connection.</p> <p>Being no longer able to drive contributes to loneliness and social isolation. Transport needs must be regarded as an essential support for older people receiving aged care services at home. Both formal and informal social and transport support have been identified as key enablers of access to health care and inability to drive can sometimes mean the person does not access services to address their health care needs. Better access to door to door transport to support those experiencing transport disadvantage is necessary if they are to be able to get to medical and social appointments.</p> <p>The concerns of older adults in Nillumbik, highlighted in Council's Ageing Well in Nillumbik Action Plan 2019-2022 included the need for reliable transportation options to "help them stay alive and active".</p>
<b>Q10</b>	<b>First Name</b>
Short Text	<div></div>
<b>Q11</b>	<b>Last Name</b>
Short Text	<div></div>
<b>Q12</b>	<b>Email</b>
Email	<div></div>
<b>Q13</b>	<b>Gender</b>
Multi Choice	Female
<b>Q14</b>	<b>Age group</b>
Multi Choice	65-84
<b>Q15</b>	<b>Suburb</b>
Select Box	Eltham
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Word of mouth

Response No:  
35

Contribution ID: 25309  
Member ID:  
Date Submitted: May 15, 2024, 09:19 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Please bring on small battery charged/e buses to run at regular intervals up and down the hills in our terrain-helping older people to move around with ease, taking kids to school and back.  
Increase existing footpaths to join up and provide unbroken access to townships-so cars are not brought in for shopping.  
Encourage and advocate through active messaging the need to walk, catch public transport-offer incentives.Free rides on buses...

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
36

Contribution ID: 25308  
Member ID:  
Date Submitted: May 15, 2024, 04:38 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text  
Traffic in the west of the shire is way over capacity and Yan Yean road is a dangerous road with many accidents.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
Walking to destinations in my area Yarrambat, are not within walking distance to anything.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Bus transport is not a viable alternative to motor vehicle use. Transporting shopping, bikes or other large items are no suitable to bus's and cars are the only option.  
A better bus connection service to stations would help eliminate car usage for work commuters.
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text
- Q12** Email  
Email

Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Male

Age group

65-84

Suburb

Yarrambat

Are you

None of the above

How did you hear about this consultation?

Email

Response No:  
37

Contribution ID: 25302  
Member ID:  
Date Submitted: May 14, 2024, 04:24 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
No
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
My wife and I would like to use public transport more but the arrangements do not support this
- Your report identifies the Hurstbridge train line as an asset. But it fails to note that Eltham onwards is only 1 train an hour and that the stations are exceptionally long distances apart - thus forcing people to drive. But once they are driving they go to Eltham for the better train service (3 an hour). Consider a station and car park at Wattletree Road - to keep more traffic out of Eltham. Also take the road over the railway at that location. When looking for next housing developments, look to site them near the railway and provide a railway station for them. In other countries it is commonplace to split and join trains so you do not waste power on needlessly long trains at the end of the line. It can be done just by the driver alone with the right gear. Increase the Hurstbridge Service to 3 trains an hour.
- Better connections to buses from trains. Often buses leave Eltham train station as the passengers are still getting of a slightly late. On our route, Eltham to Warrandyte, I have often been left watching the supposed connecting bus depart, then have a 40 minutes wait for the next bus. This does not encourage people to use public transport.
- Better placement and route to bus stops. [REDACTED] 300 metres and 75 metres height to the nearest bus stop. But part of the route is extremely steep dirt and rubble, where both my wife, myself and many others have fallen over. It is less than 100m long but a nightmare. Why is there no proper footpath [REDACTED] This is such that it is impossible to navigate with a wheeled shopping basket.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
No
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
What is presented sounds impressive but is clearly designed with a budget in mind. The aspiration is good. The enactment is far short of what is needed
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport

Q9

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

There should be working groups focussed on each major sector of the community eg - children / parents / commuters / retired / disabled. The members of the group should include people of that group type (children with care and support)

It is necessary to regard transport as a loss leader if you are to win the balance of interest of the travelling public

A common big journey for people is to go to the airport. People go by car as taking their luggage is problematic any other way. If they go by taxi then that is two journeys. So be innovative. Eg a pickup and transfer service with luggage say to Eltham and an hourly bus direct just to the airport. The present bus going that way is not suitable, particularly if you are older. So once in a taxi, we just go all the way to the airport.

Q10

First Name

Short Text

Q11

Last Name

Short Text

Q12

Email

Email

Q13

Gender

Multi Choice

Male

Q14

Age group

Multi Choice

65-84

Q15

Suburb

Select Box

Research

Q16

Are you

Multi Choice

None of the above

Q17

How did you hear about this consultation?

Multi Choice

Email

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Integrated Transport Strategy





Response No:  
38

Contribution ID: 25285  
Member ID:  
Date Submitted: May 13, 2024, 04:23 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text  
I feel there are other concerns that have been missed.  
Paths connecting pedestrians from the northern side of Hurstbridge into town.  
Blind corners along HK road heading north - either by foliage or narrow road  
Dangerous potholes on HK road and side roads.  
Bus routes continuing past Hurstbridge town towards Cottles Bridge.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Driver perception has not been addressed adequately in my opinion.  
Access to bus is void north of Hurstbridge town along HK road.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
walking to education has not been addressed for those Hurstbridge residents north of Gosfield road.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text

Q12
Email
Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Email

Gender

Female

Age group

55-64

Suburb

Hurstbridge

Are you

None of the above

How did you hear about this consultation?

Email

Response No:  
39

Contribution ID: 25277  
Member ID: 573  
Date Submitted: May 12, 2024, 01:50 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat

**Q5** If somewhat or no, what key issues are missing?  
Long Text  
There is a great emphasis on statistics but not much detail when it comes to issues relating to aged, disabled, socioeconomic and rural people in terms of solutions

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
How these may be addressed

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
There should be proposed solutions to many of the issues raised  
Particularly in light of an aging population

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	E-newsletter

Response No:  
40

Contribution ID: 25275  
Member ID:  
Date Submitted: May 11, 2024, 11:26 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

Missing footpath connections and pram ramps in Hurstbridge are currently my biggest barrier to walking around with kids in the pram.

More frequent train and bus services to/from Hurstbridge would make those modes more usable. I acknowledge that there isn't the population density to support an 'arrive and go' frequency, but with current timetables trains and buses are not very attractive outside of routine peak period travel.

Road conditions (admittedly mostly on arterial roads) are unsafe for motorcyclists. Some of the potholes are ridiculous. While not the most sustainable travel mode, it is still better than car travel for single occupant trips too far for active travel and to areas not covered by PT. The report doesn't really include much on powered two wheel transport options.

**Q10** First Name

Short Text

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
41

Contribution ID: 25274  
Member ID:  
Date Submitted: May 11, 2024, 09:20 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

No

**Q5** If somewhat or no, what key issues are missing?

Long Text

Realty- public transportation is inadequate especially after Eltham station

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook



Response No:  
42

Contribution ID: 25271  
Member ID:  
Date Submitted: May 11, 2024, 07:31 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
There needs to a far greater focus on public transport other than rail. The bus network in Nillumbik is virtually not existent with limited, infrequent services with huge areas, town and communities not served by any public transport. Buses need to be integrated with rail and other forms of transport.

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	45-54
Q15	Suburb
Select Box	Doreen
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook


Response No:  
43

Contribution ID: 25259  
Member ID:  
Date Submitted: May 11, 2024, 04:37 PM

Q1	Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
Select Box	Yes
Q2	The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
Multi Choice	Yes
Q3	If somewhat or no, what has been missed?
Long Text	
Q4	The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
Multi Choice	Yes
Q5	If somewhat or no, what key issues are missing?
Long Text	
Q6	The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
Multi Choice	Yes
Q7	If somewhat or no, please identify what key opportunities are missing?
Long Text	
Q8	Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
Ranking	Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness Enable emerging sustainable transport Encourage land use planning that supports safe and sustainable transport outcomes
Q9	Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
Long Text	
Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	

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Integrated Transport Strategy



Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	55-64
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
44

Contribution ID: 25258  
Member ID:  
Date Submitted: May 11, 2024, 02:39 PM

Q1	Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
Select Box	Yes
Q2	The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
Multi Choice	Yes
Q3	If somewhat or no, what has been missed?
Long Text	
Q4	The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
Multi Choice	Yes
Q5	If somewhat or no, what key issues are missing?
Long Text	
Q6	The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
Multi Choice	Somewhat
Q7	If somewhat or no, please identify what key opportunities are missing?
Long Text	e bike ownership across the shire
Q8	Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
Ranking	
Q9	Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
Long Text	
Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Female

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Integrated Transport Strategy



Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Age group

35-44

Suburb

Hurstbridge

Are you

None of the above

How did you hear about this consultation?

Word of mouth

Response No:  
45

Contribution ID: 25245  
Member ID:  
Date Submitted: May 11, 2024, 08:54 AM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Yes

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Yes

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Yes

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

There is limited public transport in and out of Diamond Creek. If I travel to Eltham via public transport I am often left stranded coming home and need a member of my household come and pick me up with a car (defeats the purpose) due to long wait times between trains and buses.

Coordinate better buses and train connections, again may arrive at Eltham via a train terminating at Eltham with no bus to catch to Diamond Creek. Again need someone to drive to pick me up which defeats the purpose.

Our household often drives to Westgarth where we catch a train, tram or bus to our final destination as the public transport option is much more frequent in this area.

Q10

Short Text

First Name

Q11

Short Text

Last Name

Q12
Email
Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Email

Gender

Female

Age group

55-64

Suburb

Diamond Creek

Are you

None of the above

How did you hear about this consultation?

E-newsletter



Response No:  
46

Contribution ID: 25229  
Member ID:  
Date Submitted: May 10, 2024, 01:20 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
Road congestion on roads at the periphery of the shire, particularly in the Eltham area, are congested during peak periods. While some of this traffic is likely to originate or culminate within the shire (Main Rd corridor from Eltham to Fitzsimmons Lane for example) other routes will contain a large component of through traffic (Aqueduct - Wattletree - Main Rd and Aqueduct - St Helena - Karingal - Sherbourne - Bolton) requiring regional partnerships between the state, Nillumbik and adjacent councils.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
It feels to me like there are two distinct Nillumbiks requiring different transport policy/interventions. The rural villages, where the key issues may be lack of access to effective public transport AND accessible active transport and, the population centres of Eltham and surrounds where there may be opportunities to convert trips to more sustainable options by increasing attractiveness and accessibility of existing PT.
- Q10** First Name  
Short Text

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	A person with disability, inclusive of mental illness
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
47

Contribution ID: 25226  
Member ID:  
Date Submitted: May 10, 2024, 10:40 AM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text  
You acknowledge there is issues and try to encourage people to cycle, take public transport more without acknowledgement that most people live here because they want to drive. The key thing to fix are the roads - not the bike lanes etc.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
As before, focus on the roads. This is why we like living here because we can drive to school/work etc.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Encourage land use planning that supports safe and sustainable transport outcomes  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
So much focus on areas the everyday person is not concerned with. Encouraging electric vehicles - they are more expensive, need electricity and the batteries pose a large risk of fire and problems for disposal. Also they are overall heavier than petrol vehicles, so do you charge electric vehicles owners for wear on the roads /carparks ect??  
Focus on what people want - to be able to get to work /school ,/ shops without mountains of traffic and in a reasonable time frame
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text

Q12
Email
Multi Choice
Q13
Gender
Multi Choice
Q14
Age group
Multi Choice
Q15
Suburb
Select Box
Q16
Are you
Multi Choice
Q17
How did you hear about this consultation?
Multi Choice

Email

Gender

Female

Age group

35-44

Suburb

Research

Are you

None of the above

How did you hear about this consultation?

Word of mouth

Response No:  
48

Contribution ID: 25224  
Member ID:  
Date Submitted: May 10, 2024, 10:14 AM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Somewhat

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Somewhat

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Somewhat

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Q10

Short Text

First Name

Q11

Short Text

Last Name

Q12

Email

Email

<b>Q13</b>	<b>Gender</b>
Multi Choice	Prefer not to say
<b>Q14</b>	<b>Age group</b>
Multi Choice	45-54
<b>Q15</b>	<b>Suburb</b>
Select Box	Wattle Glen
<b>Q16</b>	<b>Are you</b>
Multi Choice	Prefer not to say
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	E-newsletter

Response No:  
49

Contribution ID: 25214  
Member ID:  
Date Submitted: May 10, 2024, 08:11 AM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Yes

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Yes

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Yes

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Trying to travel North out of Greensborough Railway station parking due to road configuration requires a drive South through Greensborough shopping strip because that is the only route. This wastes a lot of time.

Q10

Short Text

First Name

Q11

Short Text

Last Name

Q12

Email

Email

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Integrated Transport Strategy



<b>Q13</b>	<b>Gender</b>
Multi Choice	Male
<b>Q14</b>	<b>Age group</b>
Multi Choice	55-64
<b>Q15</b>	<b>Suburb</b>
Select Box	Greensborough
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Facebook



Response No:  
50

Contribution ID: 25195  
Member ID:  
Date Submitted: May 09, 2024, 11:05 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Comparing Nillumbik with Darebin is ridiculous. Apples v pears. Nillumbik is a semi rural to rural shire and environment. The topography and distances can't be ignored, especially when a significant proportion of residents are middle aged to older.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
No
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
The addition of rail stations between Eltham and Hurstbridge. [REDACTED]  
[REDACTED] How about a station at Edendale for example which is a significant population area. I'd use the train much more if there was a station there. Eltham to Diamond Creek must be 6-7 km!!
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
I am not a climate change sceptic but I am for a sensible and sustainable path towards reducing emissions. Having a few more electric vehicles driving around Nillumbik will make zero difference to climate change globally. Nillumbik has more significant influence on climate change by being a natural area with vegetation and lack of density. We plant thousands of native plants as our contribution. Council needs to make sure it's not virtue signalling but being practical in the outcomes it seeks. Get public transport working efficiently would be a good start.
- Q10** First Name  
Short Text  
[REDACTED]

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
51

Contribution ID: 25191

Member ID:

Date Submitted: May 09, 2024, 10:07 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q3** If somewhat or no, what has been missed?
- Long Text
- The terms 'Safety' and 'Congestion' are used only in relation to external issues. These terms should be applied to the health of road/pavement users and nearby residents whose health is made UNSAFE by lung CONGESTION due to heavy traffic use on unsealed roads.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Somewhat
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- Community consultation regarding the placement of the recent pedestrian crossings would have been a sensible move. I have not heard of a single person who thinks they are well placed. Most people who live in this shire are now watchful and aware when driving/walking near these Roundabout Zebra Crossings. However, newcomers to the area may be caught out and pedestrians hurt.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- People are generally busy and time poor. Telling them to take extra time to walk somewhere and possibly carry heavy items home, or perhaps walk home in the dark does not seem at all 'Safe' and does not sound like an 'Opportunity.' Increasing the density of the Town Activity Centre is a problem in itself. There are never enough car spaces allowed for residential development. In my own street the new Disability Centre allows for such limited parking that cars must be parked on the street and nature strip.
- It is desirable for all people to have visitors from time to time. Visitors require somewhere to park whilst visiting. Councils working in isolation to solve the problem of traffic congestion seems fruitless. An integrated approach whereby the State Government trials free public transport might be illuminating.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- The increase in population and accompanying traffic has been mitigated to some extent by the 'Working from Home' practice many business/companies have continued post Covid Lockdowns. Perhaps a 'Wait and See' approach would be reasonable until we see how the future looks. My personal wish is that the population as a whole realise how unsustainably uneconomical is the use of cars which are growing increasingly bigger.

Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
52

Contribution ID: 25182  
Member ID:  
Date Submitted: May 09, 2024, 09:32 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	45-54
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
53

Contribution ID: 25148  
Member ID:  
Date Submitted: May 06, 2024, 05:29 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text
- Q12** Email  
Email
- Q13** Gender  
Multi Choice  
Female

Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Eltham North
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Other: Youth council meeting



Response No:  
54

Contribution ID: 25146  
Member ID:  
Date Submitted: May 06, 2024, 04:33 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q3** If somewhat or no, what has been missed?
- Long Text
- The details are useful but because they lack some of the specificity needed to fully understand the data, I suggest that more data could be provided. For eg, congestion is referred to but there is a lack of detail as to where, when and for how long such congestion occurs. If the congestion occurs around a school, say, it is likely to be relatively short term and limited to peak hours of student arrival/departure. If the congestion is due to heavy traffic being funnelled into smaller roads, this is likely to be more constant and with additional peaks.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Yes
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- I chose this option because I am unsure if all aspects have been captured-a case of I do not know what I do not know?
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- I have already included comments in other sections  
1. However, more easy-to access (paid) electric vehicle charging ports at public transport car parks, with the potential for 'releasing' when the car is charged, thus freeing it for someone else. I am not sure how this would work but it is an idea (maybe something like valet parking??? with some limitations). 2. Is there potential for solar panels on car parks? Every little bit helps. 3. Can care parks be multi level to reduce the distance between car park and transport? At South Morang, for eg, there is a significant distance to walk and this can be difficult with older people, disabled people and those with young children, in particular.  
By the way, the filename of this survey has a typo :)

Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Yarrambat
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
55

Contribution ID: 25145  
Member ID:  
Date Submitted: May 06, 2024, 04:04 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	55-64
Q15	Suburb
Select Box	Eltham North
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	E-newsletter

Response No:  
56

Contribution ID: 25134  
Member ID:  
Date Submitted: May 05, 2024, 08:55 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Non-binary
Q14	Age group
Multi Choice	15 -19
Q15	Suburb
Select Box	Other: Montmorency
Q16	Are you
Multi Choice	A person identifying as LGBTIQA+ (Lesbian, Gay, Bisexual, Transgender, Intersex, Queer, Asexual)
Q17	How did you hear about this consultation?
Multi Choice	Word of mouth

Response No:  
57

Contribution ID: 25114  
Member ID:  
Date Submitted: May 05, 2024, 07:15 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
A higher emphasis needs to be placed on the importance of public transport frequency and active transport network connectivity and amenity
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text
- Q12** Email  
Email

<b>Q13</b>	<b>Gender</b>
Multi Choice	Male
<b>Q14</b>	<b>Age group</b>
Multi Choice	15 -19
<b>Q15</b>	<b>Suburb</b>
Select Box	St Andrews
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Word of mouth



Response No:  
58

Contribution ID: 25086  
Member ID:  
Date Submitted: May 04, 2024, 06:36 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Yes
- Q3** If somewhat or no, what has been missed?
- Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Yes
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- Yes
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- The first step in reviewing and updating the current plan must be an honest and open acknowledgement that over the life of the current ITS sustainable mobility has not increased at all. The logical conclusion is that any updated plan and actions need a fundamental rethink and rewrite. Especially in the context of having since declared a climate emergency, relying on past ineffective plans to formulate the new plans, and expecting that anything will change would be a grave mistake and make the whole review process a complete waste of time and money. If Council is serious about the climate emergency, and honest in its declared intent to increase sustainable mobility, then the new plan needs to be radical, courageous and well funded. Otherwise Council will be reviewing the new plan in another 20 years, and asking why people continue to prefer their petrol powered cars to move about the LGA. It seems Council has two choices: continue to tinker at the edges with ineffective actions, insufficient funds, and narrow, dated thinking; or get serious and be brave with a clear plan to implement actions that are proven to shift the dial. This would include (but not be limited to) deprioritising the car and prioritising pedestrians, bikes and other forms of sustainable mobility in all road and public space design decisions. Reducing speed limits to make roads safe spaces for pedestrians and cyclists of all ages and abilities. Dedicated separated walking and cycling infrastructure along all major arterial roads and key connector roads. Improving the connectivity, coverage and frequency of public transport across the LGA. All of the above should be implemented deliberately, consistently and rapidly and the reasons and big picture communicated clearly and consistently to ratepayers.

<b>Q10</b>	<b>First Name</b>
Short Text	
<b>Q11</b>	<b>Last Name</b>
Short Text	
<b>Q12</b>	<b>Email</b>
Email	
<b>Q13</b>	<b>Gender</b>
Multi Choice	Male
<b>Q14</b>	<b>Age group</b>
Multi Choice	35-44
<b>Q15</b>	<b>Suburb</b>
Select Box	Greensborough
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Email

Response No:  
59

Contribution ID: 25074  
Member ID:  
Date Submitted: May 04, 2024, 02:06 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Female

Age group

45-54

Suburb

Eltham

Are you

None of the above

How did you hear about this consultation?

Nillumbik News

Response No:  
60

Contribution ID: 24959  
Member ID:  
Date Submitted: May 03, 2024, 01:06 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Somewhat

**Q5** If somewhat or no, what key issues are missing?

Long Text

I'm not sure, the paper is dense and not very accessible. I read through but it is hard for me to say. As someone who walks and catches the train to the city for work each day I did not really see my experience reflected here

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

Again I am not really sure

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

I think there should be a few express rail services in peak times Monday-Friday, say express from Greensborough. Since the rail upgrade there has been a significant reduction in double express services (express through Eaglemont, from Ivanhoe to Clifton Hill, then from Clifton Hill to Jolimont), this has increased my commute time each week and is a real drag. More express services would make rail travel more attractive to others

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Gender

Female

Age group

45-54

Suburb

Diamond Creek

Are you

None of the above

How did you hear about this consultation?

Other: Council staff

Response No:  
61

Contribution ID: 24940  
Member ID:  
Date Submitted: May 02, 2024, 04:12 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Australian car culture is probably the biggest barrier to micromobility in the network. We do cars. State government must be a major player in culture change. I fully appreciate the car usage data for Nillumbik vs. Whittlesea or Banyule where rural proportion of Nillumbik is much higher, public transport utility lower. Local examples of car-centricity include the Eltham Leisure Centre, a destination for body-work, yet the car park is sometimes over-full (cars on grass), while the 16-place bicycle tie up is never full, usually 3-4 of 16 places occupied. [REDACTED]  
[REDACTED] the regular walk/cycle trips to Eltham central (800m) are by a few elderly and retired residents. [REDACTED] will paste paragraphs from his document a little randomly into this survey]
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
For micromobility options, can Nillumbik exploit the largely level Main Road Eltham as an infrastructure demonstrator, with roadside pathway and/or dedicated lane-way to the Eltham transport interchange from Research shops at north, and from around Eltham Lower park in the south? Car commuters would be confronted with sights of micromobility as a real option for local travel especially. Unfortunately Main Rd. is likely to become more car congested with time, giving fierce competition for road space. Main Rd. is arterial so Victorian DTB is responsible, but what about beside the roadway? Any future road widening by DTB (20-40 years?) should include a corridor here for micromobility.  
PTV has installed 20 bicycle tie-bars at the Eltham railway station, but again they are rarely used. Visiting a southern Swedish city Malmö around 1990 (bigger than Geelong), I was struck by the hundreds of bikes parked in rows by the railway station. Little sign of pro-rata bike use to Eltham station.  
Bendigo buses were seen recently to include a bike rack for 2 bikes at the front of the bus. Can the Melbourne transport buses do the same? Buses are currently unable to take cyclist + bike.  
Imagine the future; Spain took a massive risk to commit billions of Euros to build a very fast train network, and now the demand is beyond expectation. Three private companies operate trains on this network. Not suggesting VF trains, suggesting imagination and courage. For me, the 'Ride to Work Day' from 30 years ago changed my life by changing my cultural programming, once solidly "drive commute" only. I then cycle commuted (once a week) [REDACTED]  
A loopy idea for the Wattle Glen sports oval. A beautiful spot which looks like a natural amphitheatre suited to a music event (without car travel). Certainly, an event limited to patrons using trains to Wattle Glen or the shared pathway from Hurstbridge or Diamond Creek. Promoted as car free, no room for parking. Likely difficulties with locals who regularly park cars to walk dogs, or local residents' alarm at the sound of music. Just an idea, but who knows where it might lead? Who might explore/promote this event? Not me.

Q8	Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
Ranking	<div>Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive</div> <div>Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness</div> <div>Encourage land use planning that supports safe and sustainable transport outcomes</div> <div>Enable emerging sustainable transport</div>
Q9	Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
Long Text	
Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email



Response No:  
62

Contribution ID: 24938  
Member ID:  
Date Submitted: May 01, 2024, 07:06 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

<b>Q13</b>	<b>Gender</b>
Multi Choice	Female
<b>Q14</b>	<b>Age group</b>
Multi Choice	35-44
<b>Q15</b>	<b>Suburb</b>
Select Box	Panton Hill
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Other: Sass community on the move group

Response No:  
63

Contribution ID: 24931

Member ID:

Date Submitted: Apr 30, 2024, 01:44 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text  
It only briefly mentioned the transport issues affecting the rural towns of Nillumbik Shire which account for more than 3,500 people.  
Also, the idea of getting something like a carshare going in rural towns is not going to be well received because nobody is going to put their teenager or young adult in a car with a stranger with no security. Public transport is a far better option due to security on transport. I feel the public transport issue has not been properly investigated. The paper mentions that a low level of residents use public transport. This is because of the lack of connection within Nillumbik Shire and Greater Melbourne. If we have to drive to a train station we are going to drive to work. It mentions Eltham as a far better option when it comes to public transport due to its closer proximity to Melbourne compared to Diamond Creek. In actual fact, we are talking about a 2kms difference so cannot understand how that would be the case. Its because more effort has been put into Eltham due to higher volume of residents due to changes in property subdivision such as units and townhouses being built.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
I feel there is hardly any mention of the rural towns of Nillumbik shire. The problem with this paper is that it is heavily focussed on the areas of Eltham and Diamond Creek where most of the population lives but there needs to be consideration of the thousands of other rate payers within Nillumbik Shire who contribute to public transport, new trails, footpaths, new roads etc and receive NONE of these in their towns such as St Andrews, Panton Hill, Smiths Gully, Cottlesbridge.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
No
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
There are so many opportunities which were not mentioned regarding the rural towns of Nillumbik. We live in the greenest wedge of Nillumbik Shire and there is a wonderful opportunity to bring communities together from Eltham and Diamond Creek to the rural towns for hiking and walkings, getting fit, promoting tourism and a much more cohesive community feel which is currently reducing in the Eltham and Diamond Creek. Spending more time and effort on these towns to promote them as an alternative to using the car to go hiking trails or visit wineries or just out on a Sunday is reduced because many don't want to drive the windey roads because there is NO alternative such as public transport. Even uber or taxis cannot be taken from these towns as no one will pick up from these towns. There is a huge opportunity to connect Nillumbik Shire with just some simple options as a public bus to the rural towns, some promotion around the wonderful walking trails, and also tourism promotion around wineries and rural lunches/dinners and getting around using public transport if this was implemented.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive

	Encourage land use planning that supports safe and sustainable transport outcomes Enable emerging sustainable transport
<b>Q9</b>	<b>Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?</b>
Long Text	<p>Yes as the project leader for the community project: St Andrews and Surrounds (SAaS) Community on the Move project we are lobbying to local and state Government for a public bus to connect all of the Nillumbik Shire from St Andrews to Hurstbridge to Diamond Creek to Eltham to Research to Kangaroo Ground to Panton Hill to Smiths Gully and back to St Andrews. This route would solve many problems being faced in the rural towns of isolation and transport poverty but will also give the opportunity for increased tourism, reduce carbon print due to reduction of vehicles on the road, reduce environmental factors and wildlife due to reduced emissions and reduced cars particularly in the rural towns, connect the entire Shire without pockets of isolation, reduce mass exodus of housing due to age downsizing from large properties, allow young people and mature adults an opportunity to live their best lives due to independence and greater opportunities through education, work, etc., support residents in the community with small businesses. A more connected Shire is being requested and as a ratepayer and resident, along with being the project leader, I am asking for a fairer and more cohesive Shire. I live here because I love living in a community surrounded by nature and am a single parent with teenagers. I am currently facing the idea of should I stay in Nillumbik Shire, take my small business, my children and leave our home and friends and move to suburbia where there is greater opportunity for connection with the rest of Melbourne. But this would be an absolute reluctant move as we love where we live and contribute to our community where we can. Nillumbik Shire is facing a huge loss of community due to one simple fact of a divide between its rural and metro communities where we would all like union.</p>
<b>Q10</b>	<b>First Name</b>
Short Text	<div></div>
<b>Q11</b>	<b>Last Name</b>
Short Text	<div></div>
<b>Q12</b>	<b>Email</b>
Email	<div></div>
<b>Q13</b>	<b>Gender</b>
Multi Choice	Female
<b>Q14</b>	<b>Age group</b>
Multi Choice	55-64
<b>Q15</b>	<b>Suburb</b>
Select Box	St Andrews
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Email

Response No:  
64

Contribution ID: 24930  
Member ID:  
Date Submitted: Apr 30, 2024, 09:50 AM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text
- Q12** Email  
Email
- Q13** Gender  
Multi Choice  
Male

Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Hurstbridge
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
65

Contribution ID: 24929

Member ID:

Date Submitted: Apr 30, 2024, 08:40 AM

Q1

Select Box

Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Yes

Q2

Multi Choice

The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Yes

Q3

Long Text

If somewhat or no, what has been missed?

Q4

Multi Choice

The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Yes

Q5

Long Text

If somewhat or no, what key issues are missing?

Q6

Multi Choice

The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Yes

Q7

Long Text

If somewhat or no, please identify what key opportunities are missing?

Q8

Ranking

Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive

Enable emerging sustainable transport

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness

Encourage land use planning that supports safe and sustainable transport outcomes

Q9

Long Text

Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

E-bike uptake will enable the Shire to step away from car dependence, but infrastructure must be developed to reduce blockages in the fear of riding on the road.

Q10

Short Text

First Name

Q11

Short Text

Last Name

Q12

Email

Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	25-34
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook



Response No:  
66

Contribution ID: 24914  
Member ID:  
Date Submitted: Apr 28, 2024, 09:40 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Yes  
Advocate for a new train station in north eltham

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham North
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
67

Contribution ID: 24894  
Member ID:  
Date Submitted: Apr 27, 2024, 10:49 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
No
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
There needs to be one more road to/ from eltham besides main road - the traffic is just horrendous. Not everyone can take the train when their offices are not along the train line. There needs to be more incentives to people to take public transportation instead of getting jammed on the main road.
- Q10** First Name  
Short Text
- Q11** Last Name  
Short Text

Q12
Email
Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Email

Gender

Female

Age group

35-44

Suburb

Eltham

Are you

None of the above

How did you hear about this consultation?

Nillumbik News

Response No:  
68

Contribution ID: 24888  
Member ID:  
Date Submitted: Apr 26, 2024, 09:08 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q3** If somewhat or no, what has been missed?

Long Text

Extensive unsealed roads and high speeds allowed

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	45-54
Q15	Suburb
Select Box	St Andrews
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
69

Contribution ID: 24883  
Member ID:  
Date Submitted: Apr 26, 2024, 11:37 AM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Enable emerging sustainable transport  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Opening up the region to more sustainable commuting options would benefit everyone. Allowing privately owned electric scooters, or allowing the likes of Lime would benefit all residents and may go towards encouraging fewer cars being driven and parked at train stations. Lime scooters can be geofenced to ensure they are used and parked in defined areas.  
Council partnering with EV charging providers to install more community based charging stations (similar to the Eltham Leisure Centre chargers) may encourage more residents to feel comfortable in owning an EV with more public charging options available.  
Many parents are not in the same position and car use appears to be incredibly high, perhaps due to the hilly nature of the surrounding area. Consideration for better pedestrian options, whatever they may look like, may reduce traffic jams. Council may also want to consider working with the school to turn the car park in to a drive through drop off zone would go some way to easing congestion in this area.

Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook



Response No:  
70

Contribution ID: 24882  
Member ID:  
Date Submitted: Apr 26, 2024, 06:23 AM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Lowering speed limit through the Diamond Creek township, from Sawpit Gully roundabout, at the western end, to Diamond Valley Secondary College at the eastern end.  
Currently 60kmh, should be reduced to 40kmh during peak times, and 50kmh all other times.  
High volume traffic mixed with schools, the elderly, shop parking, sports grounds and bicycles, mixed with speed is recipe for disaster.  
Eltham, for example, 40kmh peak times and 50kmh other times.  
Same scenario - different council perspective.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
See previous response.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Please read and consider my earlier response as a priority.  
Waaay too much traffic through Diamond Creek travelling, at times, at dangerous speeds.  
Note: A direct bus from Diamond Creek station to Greensborough shopping centre would be ideal. This would enable people to board at Diamond Creek, disembark in front of the Greensborough Shopping Centre, and return with limited effort.  
Currently, catching the train, walking the distance from Greensborough station to the Central Shopping Centre, up the hill, is off putting - even for the very active!

Q10	First Name
Short Text	
Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	55-64
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Nillumbik News

Response No:  
71

Contribution ID: 24871  
Member ID:  
Date Submitted: Apr 25, 2024, 03:17 PM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Dominant culture (Australia wide, since 1940's) is car centric. Paper does touch on the change evident with Millennials.  
Culture change will be slow, needs to be national (all levels of government), needs to be accompanied by changed infrastructure (expensive?). Can call for courage, witness changes forced in central Paris, central London.  
Perhaps a deeper exploration of tensions between the imperatives of Victoria's D.T.P. and of local Nillumbik preferences.  
Imagination, what might Nillumbik look like in 2050, 2075, not just 2030?
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
Perhaps exploiting the mostly flat corridor of Main Rd. in Eltham to introduce 'demonstrator' micromobility options, to show the way to all those car drivers...."yes, there are other options for local commuting than jumping behind the car wheel".  
(I continue to be gobsmacked at the often full car-park at the Eltham Leisure Centre, a destination for body activity, but we drive there. Perhaps everyone is too time short)
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
At least a brief statement looking ahead 25 years. 5 years will pass too quickly.  
Does Nillumbik have up to date data on daily cycle movements? The last "Super Tuesday" survey by Bicycle Network I was invited to assist with was March 2017, and I imagine Nillumbik has elected to not involve itself since then.  
  
Delighted to see that this introductory work has been done, and that a Strategy is being worked towards.

<b>Q10</b>	<b>First Name</b>
Short Text	
<b>Q11</b>	<b>Last Name</b>
Short Text	
<b>Q12</b>	<b>Email</b>
Email	
<b>Q13</b>	<b>Gender</b>
Multi Choice	Male
<b>Q14</b>	<b>Age group</b>
Multi Choice	65-84
<b>Q15</b>	<b>Suburb</b>
Select Box	Eltham
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Email

Response No:  
72

Contribution ID: 24859  
Member ID:  
Date Submitted: Apr 25, 2024, 04:19 AM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes
- Q3** If somewhat or no, what has been missed?  
Long Text
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat
- Q5** If somewhat or no, what key issues are missing?  
Long Text  
Strategic Direction 1.2 - briefly touched on EV take-up, however it does not identify the infrastructure shortfall in the shire, for example chargers can be placed at parking for train stations with free/subsidised charging to encourage public transport take-up, as well as e-bike charging points for shopping and leisure locations throughout the shire, encouraging active transport while providing a small financial incentive.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat
- Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
Yes, but it is light in the opportunities to add key linkages and crossings for bike paths and footpaths, in order to remove key bottle necks for active transport and connections to other trails
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Enable emerging sustainable transport  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Connections between bike trails need to be considered to help ease of access in the shire, particularly Diamond Creek. Connections need to exist between the Diamond Creek trail, up Kim St and across to the Eltham community hospital, then onto St Helena and then Aqueduct to join Ring Road trail. Also consider rail crossings near school, such as the new one near Diamond Valley college, which completely opens up both side of the track, and reduces active transport distances to amenities
- Q10** First Name  
Short Text  
[REDACTED]

Q11	Last Name
Short Text	
Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Diamond Creek
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Nillumbik News

Response No:  
73

Contribution ID: 24853  
Member ID:  
Date Submitted: Apr 24, 2024, 07:36 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
It doesn't stop at the boarder. You need to do this with the a joining council's

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Build a bicycle path along the train tracks at least to Ivanhoe where you can connect to the Yarra River Trail. Hills are not great to use with a bicycle. Including e-bikes you will travel to slow.  
Add more trails/ cycling lanes especially at busy intersections

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	45-54
Q15	Suburb
Select Box	Eltham North
Q16	Are you
Multi Choice	A person speaking English as a second language
Q17	How did you hear about this consultation?
Multi Choice	Other: Bicycle Network



Response No:  
74

Contribution ID: 24851  
Member ID:  
Date Submitted: Apr 24, 2024, 05:31 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Somewhat

**Q5** If somewhat or no, what key issues are missing?  
Long Text  
Car driver behaviour and attitude towards other road users is not adequately summarised

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Enable emerging sustainable transport  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
Council need to work with other stakeholders to educate car drivers on responsibility towards vulnerable road users (motorbikes, cyclists)

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	Greensborough
Q16	Are you
Multi Choice	Prefer not to say
Q17	How did you hear about this consultation?
Multi Choice	Other: Bicycle network

Response No:  
75

Contribution ID: 24850  
Member ID:  
Date Submitted: Apr 24, 2024, 05:16 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

Far too many cars taking children to schools, they should be in local school zone and either walk or ride. Cars should be banned

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

There are no visible bicycle parking facilities in Eltham, showing that Council are totally out of touch with bicycle and e-bike movement

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	65-84
Q15	Suburb
Select Box	Eltham
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Email

Response No:  
76

Contribution ID: 24846  
Member ID:  
Date Submitted: Apr 24, 2024, 11:33 AM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Somewhat

**Q5** If somewhat or no, what key issues are missing?

Long Text

Nothing missing but very very detailed

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes  
Enable emerging sustainable transport

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

We need to upgrade the bottle neck problems within the shire ASAP and the roads are a disgrace (potholes) On Wattletree road there has been no decent work done to upgrade the road. There should be more roundabouts as the road is way too congested at peak hours

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	55-64
Q15	Suburb
Select Box	Eltham North
Q16	Are you
Multi Choice	Prefer not to say
Q17	How did you hear about this consultation?
Multi Choice	Attended a pop-up

Response No:  
77

Contribution ID: 24843  
Member ID:  
Date Submitted: Apr 24, 2024, 07:24 AM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Yes

**Q3** If somewhat or no, what has been missed?

Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Yes

**Q5** If somewhat or no, what key issues are missing?

Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

Bus servicing St Andrews, Smiths gully and Panton Hill is crucial to this plan

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

**Q10** First Name

Short Text

**Q11** Last Name

Short Text

**Q12** Email

Email

<b>Q13</b>	<b>Gender</b>
Multi Choice	Female
<b>Q14</b>	<b>Age group</b>
Multi Choice	45-54
<b>Q15</b>	<b>Suburb</b>
Select Box	St Andrews
<b>Q16</b>	<b>Are you</b>
Multi Choice	None of the above
<b>Q17</b>	<b>How did you hear about this consultation?</b>
Multi Choice	Facebook



Response No:  
78

Contribution ID: 24842  
Member ID:  
Date Submitted: Apr 24, 2024, 06:10 AM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
No

**Q5** If somewhat or no, what key issues are missing?  
Long Text  
The social impact of no public transport in Nat Andrews hasn't been addressed. For youth there is no access to public transport which means many family's leave the suburb.

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
The option of limited transport services to St Andrew's to provide access to people with out cars needs to be explored

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
St Andrew's use to at least have access to a community bus on Saturdays that was removed. This makes St Andrew's very isolating. Access to a limited service bus would be supported by the community and the need is the same for other adjacent suburbs. After all we are part of metro Melbourne,

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Male
Q14	Age group
Multi Choice	45-54
Q15	Suburb
Select Box	St Andrews
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook

**Contribution ID:** 24838  
**Member ID:**  
**Date Submitted:** Apr 23, 2024, 10:16 PM

Select Box

Yes

Multi Choice

Somewhat

Long Text

### Multi Choice

Somewhat

Long Text

### Multi Choice

Somewhat

Long Text

## Ranking

- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive
- Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness
- Enable emerging sustainable transport
- Encourage land use planning that supports safe and sustainable transport outcomes

### Long Text

Consider road width on a lot of Nillumbik roads eg: Heidelberg-Kinglake Rd. Very narrow to share with cyclists, a bus service and other motorists

Short Text

Short Text

Email

Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	35-44
Q15	Suburb
Select Box	St Andrews
Q16	Are you
Multi Choice	None of the above
Q17	How did you hear about this consultation?
Multi Choice	Facebook

Response No:  
80

Contribution ID: 24836

Member ID:

Date Submitted: Apr 23, 2024, 06:16 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

Select Box

Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q3** If somewhat or no, what has been missed?

Long Text

I feel it's missed how we are gonna create parking at train stations whilst repairs and expansions are happening.

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

Multi Choice

Somewhat

**Q5** If somewhat or no, what key issues are missing?

Long Text

I feel it's not addressed how many busses and replacement transport we will need, or is just hoping it can be brushed under the rug.

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

Multi Choice

Somewhat

**Q7** If somewhat or no, please identify what key opportunities are missing?

Long Text

I feel that Nillumbik Council has Always fallen short of the deeper issues plaguing transport

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)

Ranking

Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness  
Enable emerging sustainable transport  
Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Encourage land use planning that supports safe and sustainable transport outcomes

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?

Long Text

- parking issues whilst repairs and upgrades are made  
- when there's replacement transport it needs to be more than just one bus every hour  
- the constant breakdowns and financial toll that the Nillumbik area suffers due to constant transport cancellations

**Q10** First Name

Short Text

[REDACTED]

**Q11** Last Name

Short Text

[REDACTED]

Q12
Email
Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Email

Gender

Female

Age group

25-34

Suburb

Eltham

Are you

None of the above

How did you hear about this consultation?

Attended a pop-up

Response No:  
81

Contribution ID: 24834  
Member ID:  
Date Submitted: Apr 23, 2024, 04:53 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box  
Yes

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q3** If somewhat or no, what has been missed?  
Long Text

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
Yes

**Q5** If somewhat or no, what key issues are missing?  
Long Text

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
Yes

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

**Q12** Email  
Email

**Q13** Gender  
Multi Choice  
Male

Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Age group

65-84

Suburb

Hurstbridge

Are you

None of the above

How did you hear about this consultation?

Facebook



Response No:  
82

Contribution ID: 24818  
Member ID:  
Date Submitted: Apr 23, 2024, 12:17 PM

**Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?  
Select Box

**Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?  
Multi Choice  
No

**Q3** If somewhat or no, what has been missed?  
Long Text  
The fact that there is NO public transport or SAFE roads for pedestrians or cyclists in Nillumbik, beyond Hurstbridge. You can not say it is PERCEIVED that cars are a necessity in Nillumbik when they ARE a necessity because you do not provide any public transport or safe walking paths to Cottles Bridge, St Andrews, Panton Hill, Smiths Gully, Christmas Hills and surrounds.

**Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?  
Multi Choice  
No

**Q5** If somewhat or no, what key issues are missing?  
Long Text  
The rural areas of Nillumbik need public transport links.

**Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?  
Multi Choice  
No

**Q7** If somewhat or no, please identify what key opportunities are missing?  
Long Text  
The fact that there is NO public transport or SAFE roads for pedestrians or cyclists in Nillumbik, beyond Hurstbridge. You can not say it is PERCEIVED that cars are a necessity in Nillumbik when they ARE a necessity because you do not provide any public transport or safe walking paths to Cottles Bridge, St Andrews, Panton Hill, Smiths Gully, Christmas Hills and surrounds. The rural areas of Nillumbik need public transport links. We have NO choices.

**Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)  
Ranking

**Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?  
Long Text  
I am again noticing how the rural areas of Nillumbik have once again been ignored. Even isolated rural areas of Australia have public transport provided. This is not acceptable.

**Q10** First Name  
Short Text

**Q11** Last Name  
Short Text

Q12	Email
Email	
Q13	Gender
Multi Choice	Female
Q14	Age group
Multi Choice	55-64
Q15	Suburb
Select Box	St Andrews
Q16	Are you
Multi Choice	
Q17	How did you hear about this consultation?
Multi Choice	E-newsletter

Response No:  
83

Contribution ID: 24814  
Member ID:  
Date Submitted: Apr 23, 2024, 07:09 AM

- Q1** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?
- Select Box
- Yes
- Q2** The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?
- Multi Choice
- Somewhat
- Q3** If somewhat or no, what has been missed?
- Long Text
- Not enough emphasis on where to park your bike in Eltham. There are no bike places outside Woolies or Cole's despite the paper saying we should walk or ride locally.
- Q4** The Issues and Options paper has analysed and summarised a number of key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?
- Multi Choice
- Somewhat
- Q5** If somewhat or no, what key issues are missing?
- Long Text
- Despite Eltham's topography it is quite easy to get around on an electric bike. This key issue is missing.
- Q6** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?
- Multi Choice
- No
- Q7** If somewhat or no, please identify what key opportunities are missing?
- Long Text
- The pitiful supply of bike parking spaces in Eltham, especially near the supermarkets has not been addressed in the paper. This is despite the council recognising this issue more than two years ago and saying that it was going to fix it. Nothing has been done.
- Q8** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper (drag and drop)
- Ranking
- Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive  
Enable emerging sustainable transport  
Encourage land use planning that supports safe and sustainable transport outcomes  
Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness
- Q9** Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included into the Integrated Transport Strategy?
- Long Text
- Please provide bike parking where it is needed. You will not get more people to ride e-bikes if you don't provide proper, secure parking for them - they are expensive machines. There are hundreds of car parking spaces in the Woolies and Cole's car parks but not one bike park space. You cou park a dozen bikes in the space of two or three car spaces.
- Q10** First Name
- Short Text
- Q11** Last Name
- Short Text

Q12
Email
Q13
Multi Choice
Q14
Multi Choice
Q15
Select Box
Q16
Multi Choice
Q17
Multi Choice

Email

Gender

Male

Age group

65-84

Suburb

Eltham

Are you

None of the above

How did you hear about this consultation?

Facebook

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## ITS Consultation

### Introduction

Nillumbik Shire Council (Council) are developing an Integrated Transport Strategy (ITS) that will help guide transport planning and our sustainability and advocacy priorities over the next five years. The ITS will provide a strategic framework that will guide Council to promote more sustainable transport outcomes, considering Council's Heath & Wellbeing Plan and reflecting Council's declaration of a 'Climate Emergency' along with our Climate Action Plan 2022-2032.

Council have consulted on the "Issues and Options Paper for consultation" document. The "Issues and Options Paper for consultation" document along with the outcomes of the consultation (this document) will be used to inform the development of the Draft ITS.

Consultation as part of the ITS development has been split into two categories:

- Public Consultation; and
- Stakeholder Engagement

Multiple opportunities were provided to view information online via the 'Participate Nillumbik' Website and face-to-face at pop-up events.

Community feedback has already played an important role in shaping the development of the ITS. Since consultation has been undertaken in-house it has offered the opportunity for council officers to discuss directly with members of the community through pop-up events and stakeholder workshops to understand the issues our residents face. The key themes identified in this document have been considered as part of the ITS development.

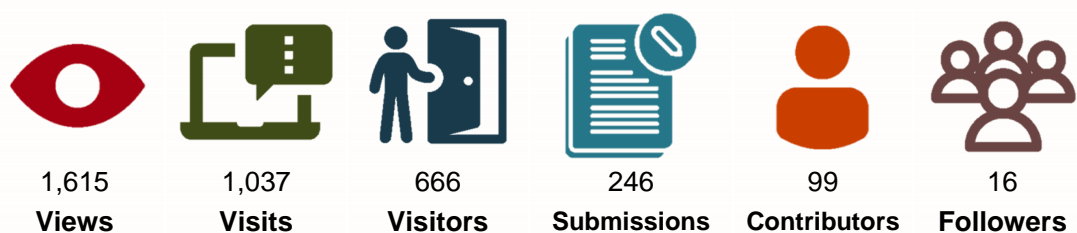


Figure 1 – Headline Figures

Many of the themes were already mentioned in the “Issues and Options Paper for consultation” however the Draft ITS added further detail to address residents’ concerns. The consultation also helped council prioritise actions relating to the ITS.

Community consultation was open from 15 April 2024 to 27 May 2024. Stakeholder engagement, internal workshops and workshops with other government agencies have occurred outside this period.

### Public Consultation

Our Public Consultation involved informing members of the public of the ITS consultation. This allowed members of the public to feedback on the “Issues and Options Paper for consultation” online and provide further comments to shape the ITS as part of the survey. This consultation was open to everyone including residents, business owners, and community groups.

Public Consultation included:

- Online Advertising
- Social Media Posts
- Advertising (Posters)
- Postcards / Handouts
- Community “Pop-up” events
- Email (Newsletter)
- Printed Newsletters
- News Articles
- A dedicated email address
- A website which included a survey and an interactive map.

As part of the public consultation process ‘Pop-up’ sessions were undertaken. This allowed residents to speak to council officers about the ITS and ask any questions, have a discussion and learn more about the ITS and the issues and options paper. It also was a chance to increase awareness of the ITS consultation to residents. ‘Pop-up’ Events were held at several key locations as outlined in **Table 1** below.

**Table 1: Pop-Up Locations**

Location	Date
Diamond Creek Community Centre	22 <sup>nd</sup> April 2024 – 11 am – 1 pm
Eltham Town Square	23 <sup>rd</sup> April 2024 – 11 am – 1 pm
Research Central Shopping Centre	24 <sup>th</sup> April 2024 – 11 am – 1 pm
Hurstbridge Community Hub	2 <sup>nd</sup> May 2024 – 11 am – 1 pm
Wadambuk St Andrews Community Centre	6 <sup>th</sup> May 2024 – 11 am – 1 pm

Residents were able to contact Council via email and telephone directly. A Council officer then responded either via email or in person. If the person did not have access to the internet, a printed version of the Survey was offered.

Stakeholder Engagement

Stakeholder engagement is the process of targeting specific stakeholder groups, organisations, or individuals, who may be impacted or rely on transport more than the majority of the population. These groups include the elderly, people with mobility issues, youth, First Nations people and LGBT+ groups.

Figure 2 below shows the location of the ITS Pop-Up events and Stakeholder workshops as well as the locations of the ITS posters.

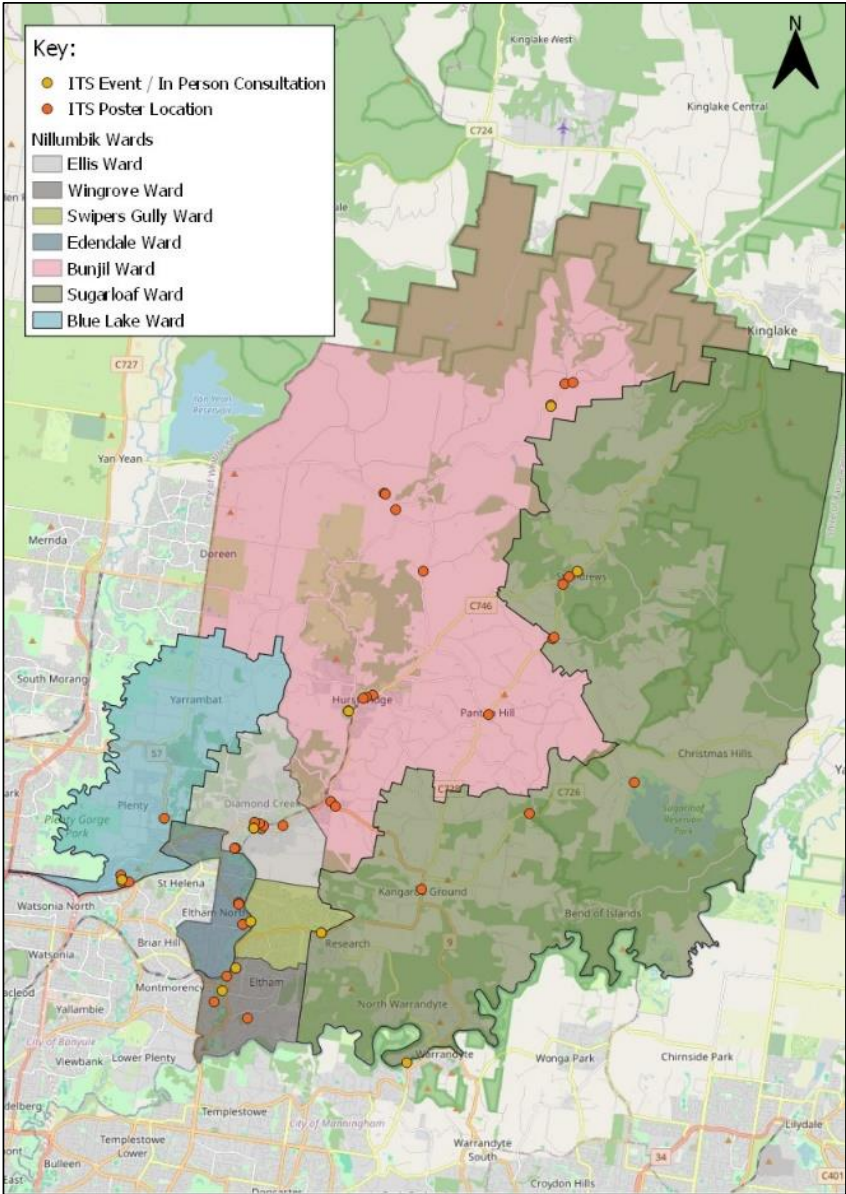


Figure 2 - Consultation Map



Consultation Results:

As identified in **Figure 1** on page 1 a total of 246 submissions were made with over 1,000 visits made to the ITS consultation webpage.

Of the 246 submissions 66% were made to the social map (interactive map) and 34% to the survey.



Survey Results

A total of 83 responses were recorded as part of the survey. The responses increased at a reasonably steady pace throughout consultation, as shown in **Figure 3**, with peaks on dates of key events such as the Youth Summit.

The survey included five questions relating to the “Issues and options paper for consultation” followed by one open-ended question to allow for additional information to be submitted. An ‘about you’ section was also included at the end of the survey to gather demographic data.

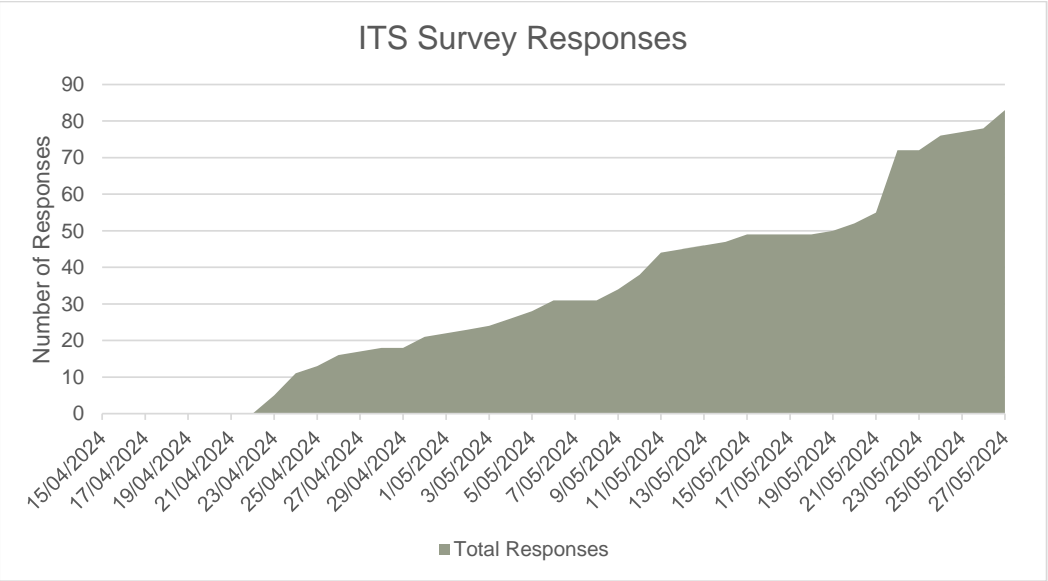


Figure 3 - ITS Survey Responses by Date

This section of the document will summarise the findings of the survey.

**Question 1:** Before you can provide feedback on the Integrated Transport Strategy it is essential you have read the Issues and Options Paper. Have you read the paper?

As shown in **Figure 4** the majority of people who completed the survey did read the issues and options paper for consultation.

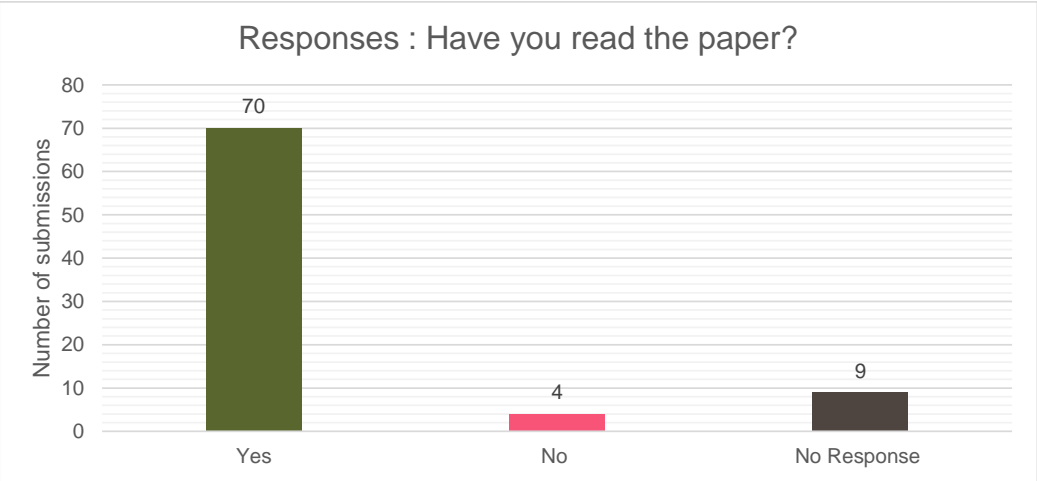


Figure 4 - Responses to Question 1

**Question 2:** Role of transport within Nillumbik - The Issues and Options paper has assessed the existing traffic and road landscape and the role of transport in Nillumbik, accounting for public transport, road network, parking, modes of transport and any other factors. In your view, has the information presented adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council?

As shown in **Figure 5** below, the majority of people (97%) identified that the issues and options paper had adequately or somewhat adequately portrayed the existing traffic and transport landscape within Nillumbik Shire Council.

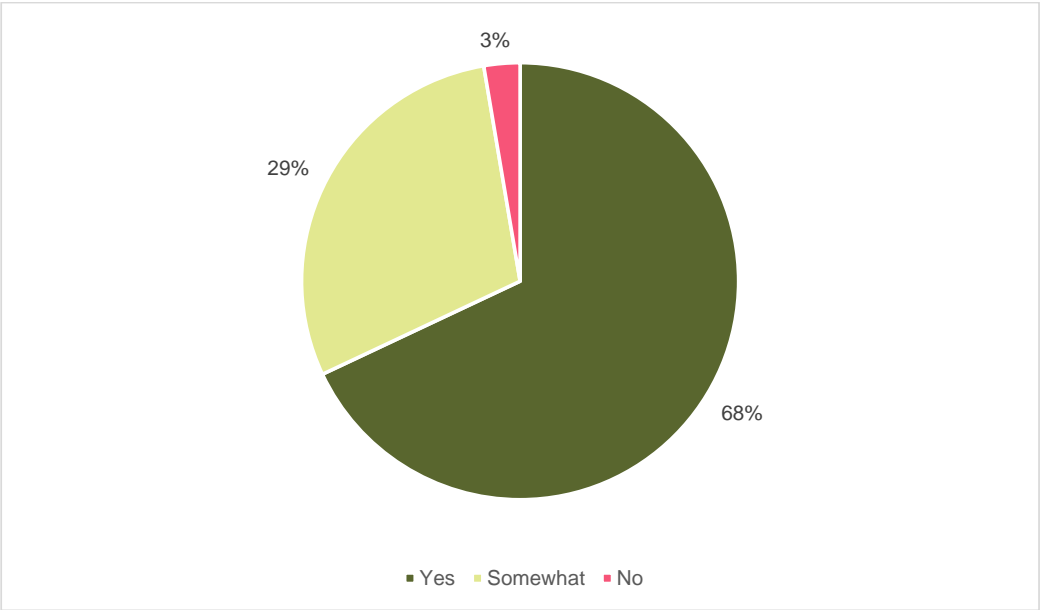


Figure 5 – Responses to Question 2

A total of 68% of submissions have answered ‘Yes’ to Question 2. People who answered ‘No’ or ‘Somewhat’ to Question 2 (accounting for 32% of the submissions) were asked what has been missed to assess the existing traffic and transport landscape within Nillumbik. The responses were grouped into key themes.

The top ten most common responses have been summarised and are as follows:

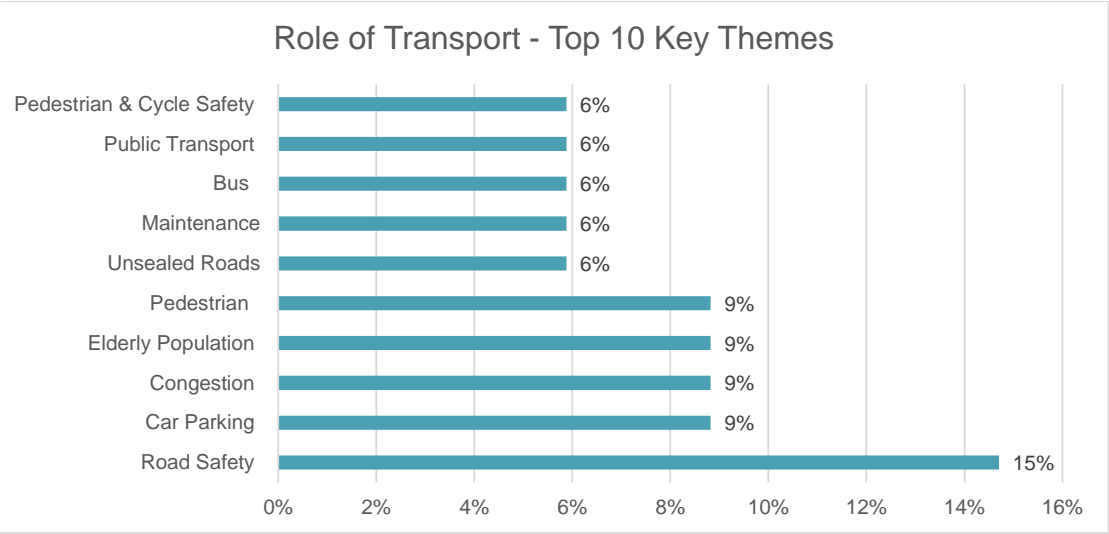
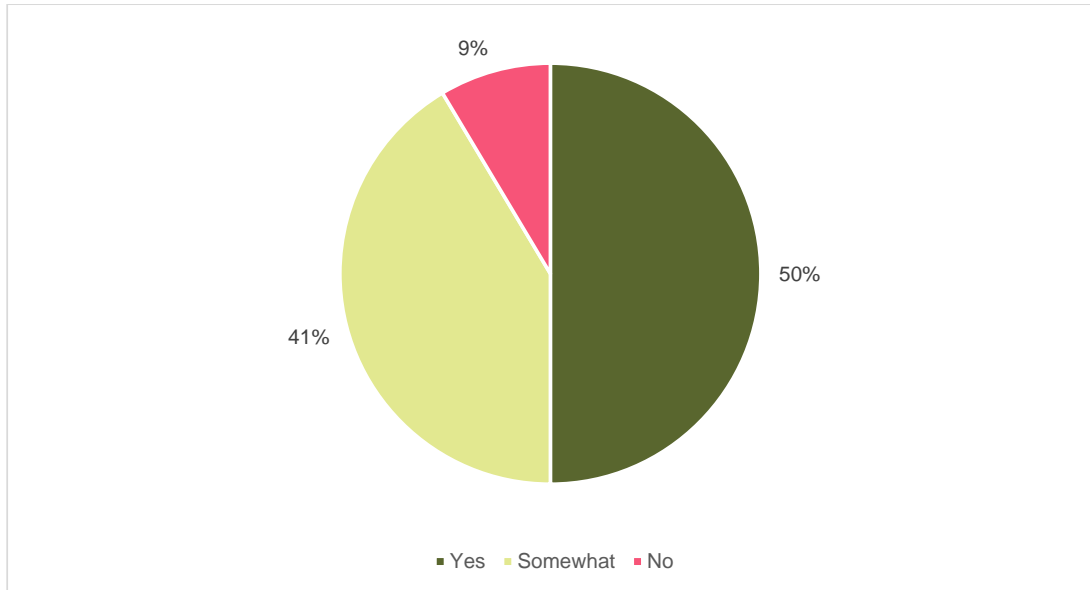


Figure 6 – Role of Transport - Top 10 Key Themes

Out of the above-listed concerns, road safety consideration was amongst the key issues raised by the community.

**Question 3:** The Issues and Options paper has analysed and summarised several key issues/challenges within Nillumbik including, topography, driver perception and public transport infrastructure. In your view, have the most important issues and challenges been captured with respect to integrated transport?

As shown in **Figure 7** below, the majority of people (91%) identified that the issues and options paper had adequately or somewhat captured the most important issues and challenges with respect to integrated transport.



**Figure 7 - Responses to Question 3**

A total of 50% of submissions have answered 'Yes' to Question 3.

People who answered 'No' or 'Somewhat' to Question 3 (accounting for 50%) were asked what has been missed regarding the important transport issues and challenges within Nillumbik. The responses were grouped into key themes. The top ten most common responses have been summarised in **Figure 8** below.

The majority of responses related to a lack of public transport; particularly within rural areas of Nillumbik. Accessibility challenges were also identified as a key issue, this covered accessibility for the mobility impaired such as elderly residents. Other key issues included public transport frequency, maintenance, lack of active transport infrastructure and a car-centric culture within Nillumbik.

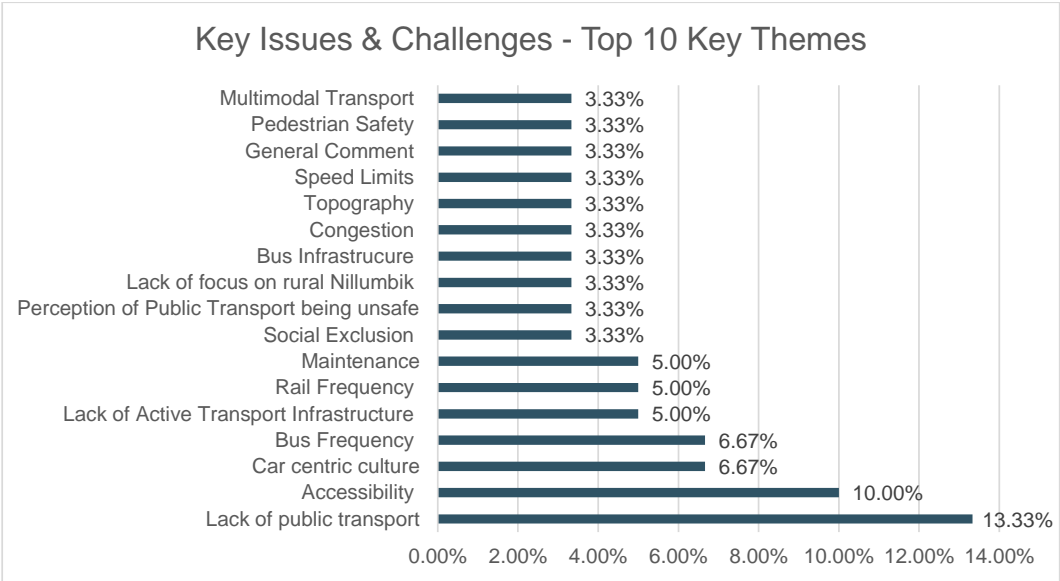
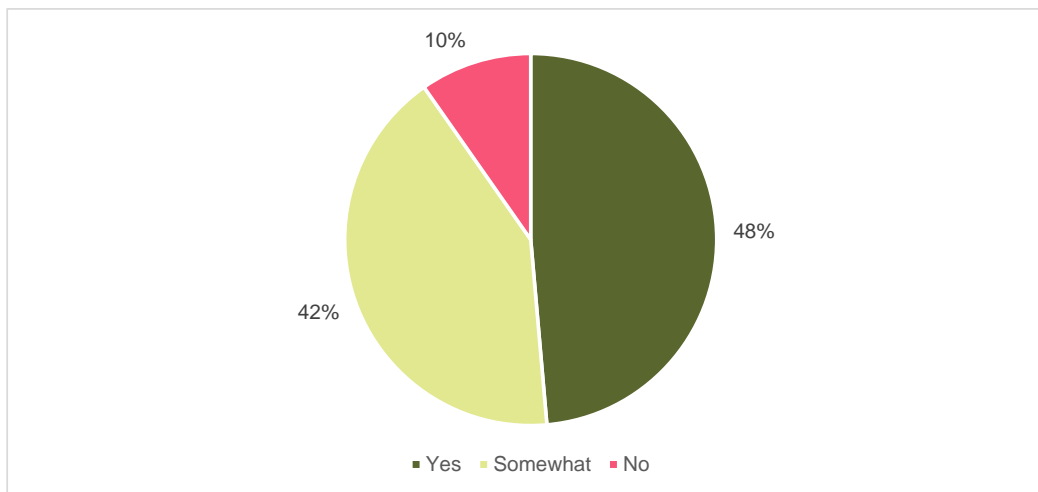


Figure 8 – Key Issues & Challenges - Top ten Key Themes

**Question 4:** The Issues and Options paper has identified a number of key opportunities within Nillumbik, which can be explored to assist in improving Traffic & Transport (e.g. Limited congestion, High level of walking to education and population growth isolated to activity centres). In your view, has the information fully captured all opportunities within Nillumbik Shire Council?

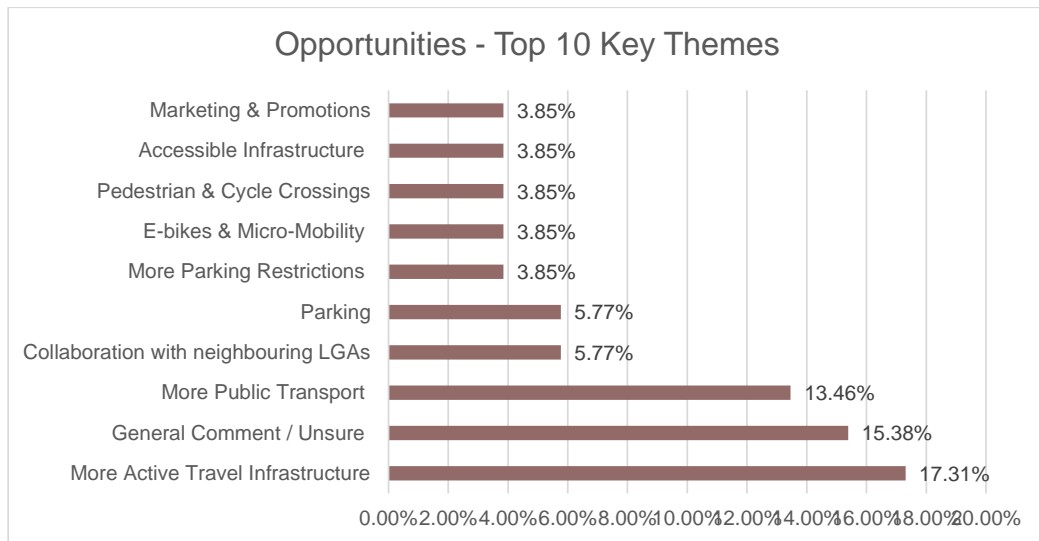
As shown in **Figure 9** below, the majority of people (90%) identified that the issues and options paper had adequately or somewhat captured the most important opportunities concerning transport in Nillumbik.



**Figure 9 – Responses to Question 4**

People who answered 'No' or 'Somewhat' to Question 4 were asked what opportunities had been missed to improve the transport landscape within Nillumbik. The responses were grouped into key themes.

The top ten most common responses have been summarised in **Figure 10**. The results show that the main opportunity identified by the community was the need for more Active Travel Infrastructure. This includes footpaths for pedestrians, segregated cycle paths, and safe crossings. Other opportunities related to public transport particularly in rural Nillumbik, the need to review parking provision/restrictions, and also the need to collaborate with neighbouring local government authorities.



**Figure 10 – Opportunities - Top Ten Key Themes**

**Question 5:** Rank from most important (1) to least important (4) the most important Strategic Direction Objectives as identified in the Issues and Options paper

It is important to note that not all survey contributors completed this question. However many provided commentary in the general comments of the online survey relating to the strategic direction objectives. Officers have reviewed both the results of this question and the commentary to determine the rankings.

Therefore, based on the community responses and comments captured in the survey the objectives have been ranked as follows:

1. Plan and deliver active transport networks that are safe, accessible, connected, comfortable, and inclusive.
2. Advocate and encourage public transport by enhancing its accessibility, safety, convenience, and attractiveness.
3. Encourage land use planning that supports safe and sustainable transport outcomes.
4. Enable emerging sustainable transport.



**Question 6:** Additional Information - Do you have any further comments or suggestions regarding the Issues and Options Paper, or are there specific points you believe should be included in the Integrated Transport Strategy?

59 of the 83 submissions (71%) provided additional information. These written submissions were classified into key themes; it should be noted that many submissions highlighted several key themes that often overlapped.

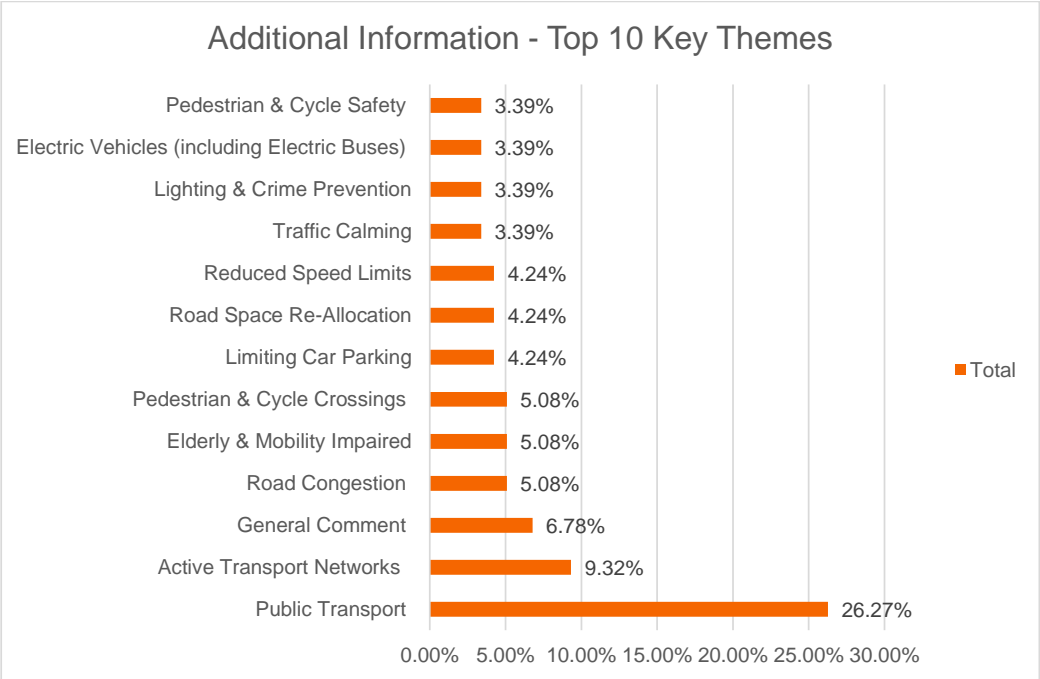


Figure 71 - Additional Information - Top 10 Key Themes

As shown in **Figure 11**, over 25% of respondents to this question had comments relating to Public Transport. A total of 14.4% of comments related to Active Transport which was split between Active Transport 9% and Pedestrian and Cycle Crossings (5%).

Survey Demographics

Gender

Of the 83 responses received, 82 chose to respond the the question relating to Gender. 40 of the respondents identified as Female, 39 as Male, 2 as Non-Binary, and one person selected 'Prefer not to say'. **Figure 12** illustrates the gender split of respondees.

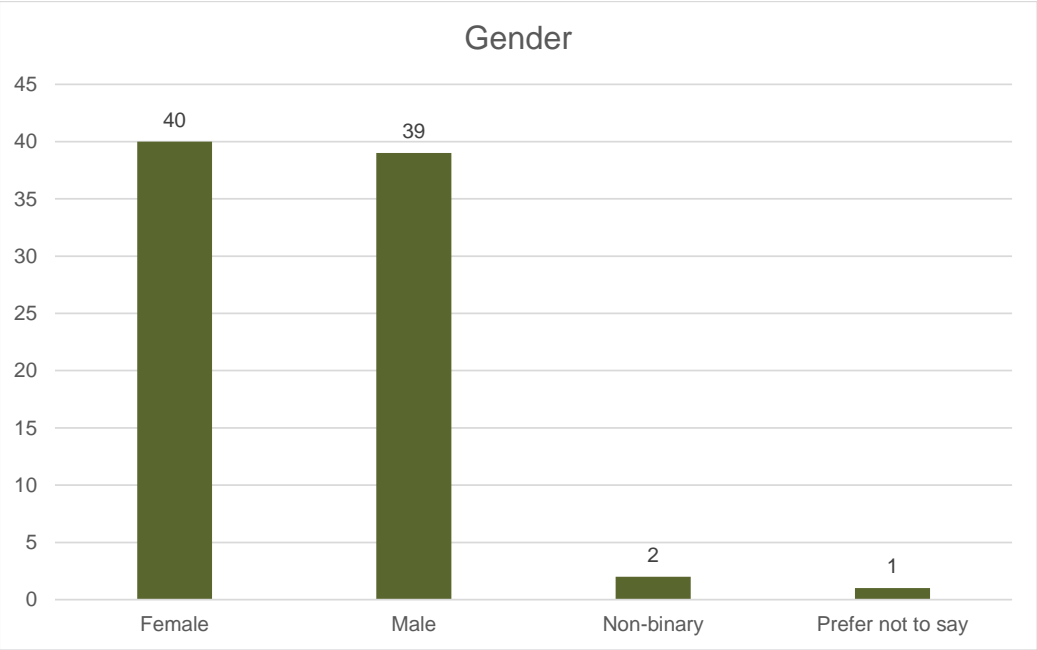


Figure 12 - Gender Demographic of Survey Users

Age

**Figure 13** illustrates the age groups of the people who completed the survey. The majority of responses came from the age group of 65+ (27%). This was closely followed by people aged 35-44 (21%); young people were also represented with people under 19 making up 20% of responses.

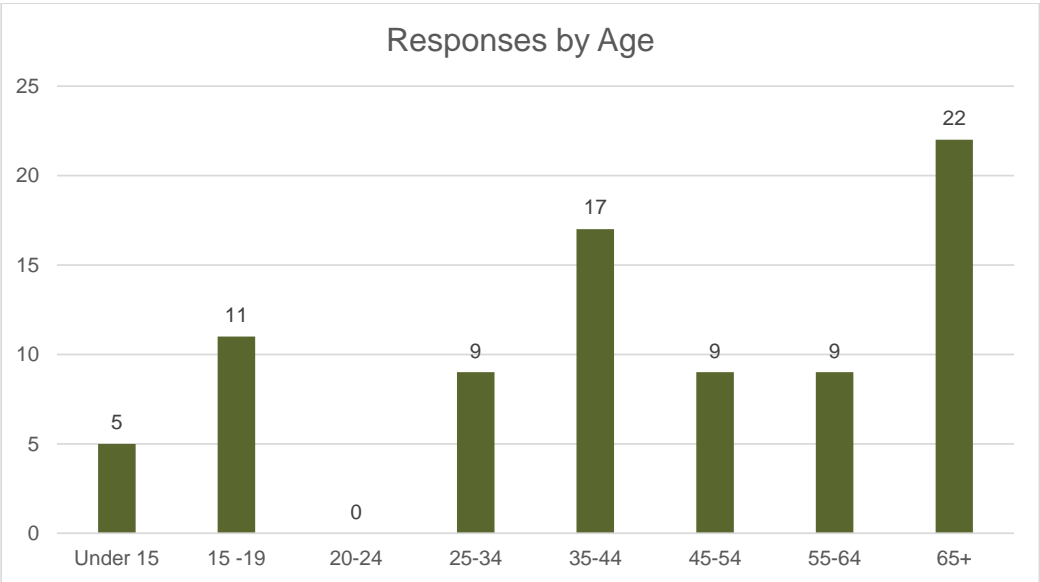


Figure 13 - Responses by Age

Characteristics

Out of the 83 respondents, 80 chose to respond to the demographic question relating to Characteristics. The majority of the people selected ‘None of the above’ which represented circa 78% of responses. This is summarised further in **Figure 14** below.

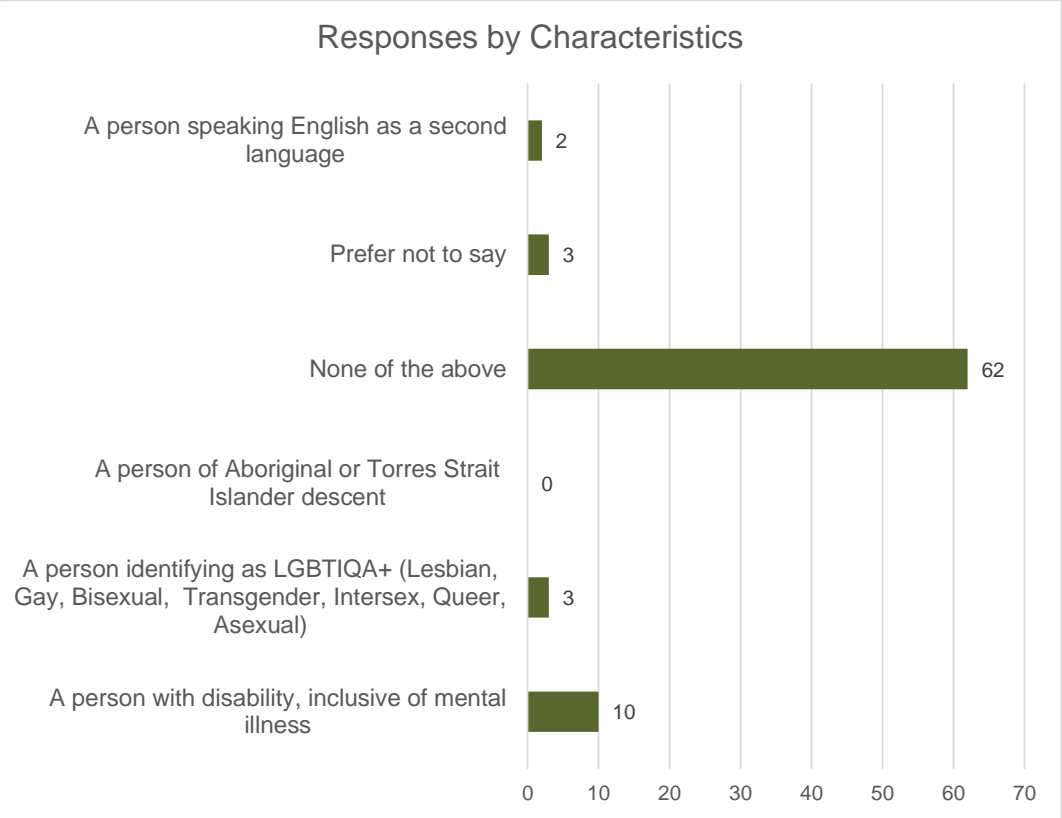


Figure 14 - Responses by Characteristics

3.75% of respondents identified as LGBTIQA+. This is broadly in line with the national average of 3–4% of the population who have reported identifying as gay, lesbian, or bisexual plus circa 1% of people identifying as ‘transgender’ according to Rainbow Health Victoria (La Trobe University, 2020).

12.5% of respondents self-identified as a person with a disability, inclusive of mental illness. Approximately 1 in 5 Nillumbik residents are considered disabled which is broadly in line with the number of responses received. It should be noted that some may not consider themselves disabled.

Marketing & Advertising

To promote the ITS sponsored social media advertising was undertaken along with printed material. Nullumbik News and Email / E-newsletters were also used to promote the ITS.

The summary of how people became aware of the consultation is shown in **Figure 15** below.

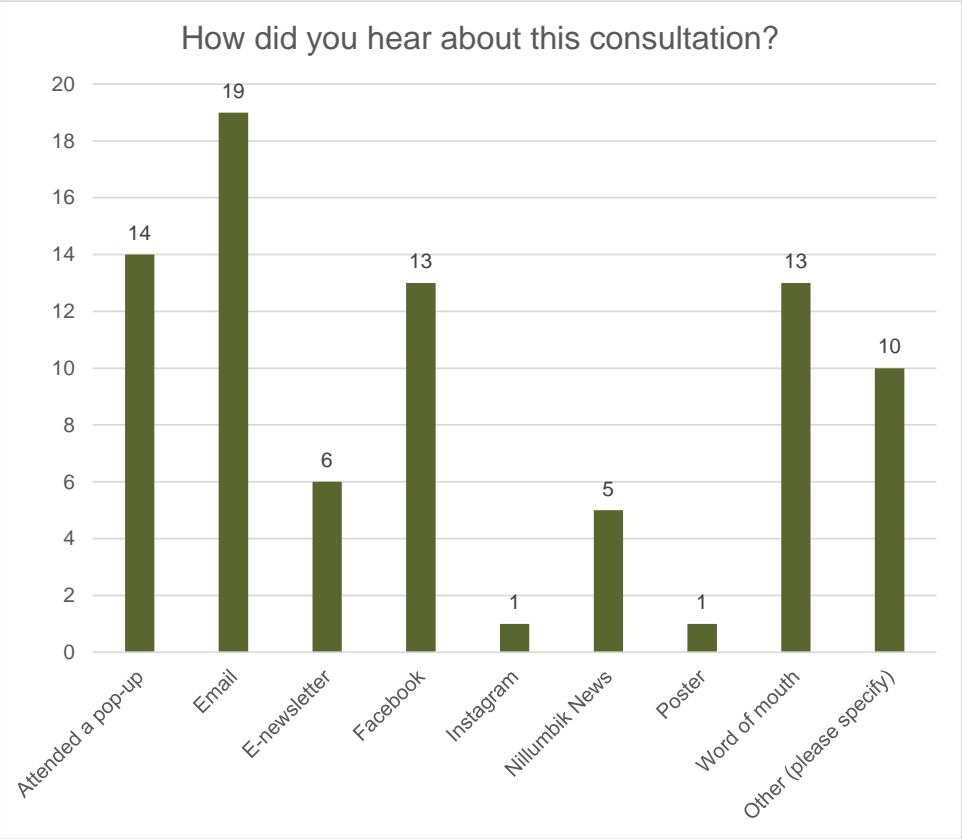


Figure 15 – How did you hear about this consultation?

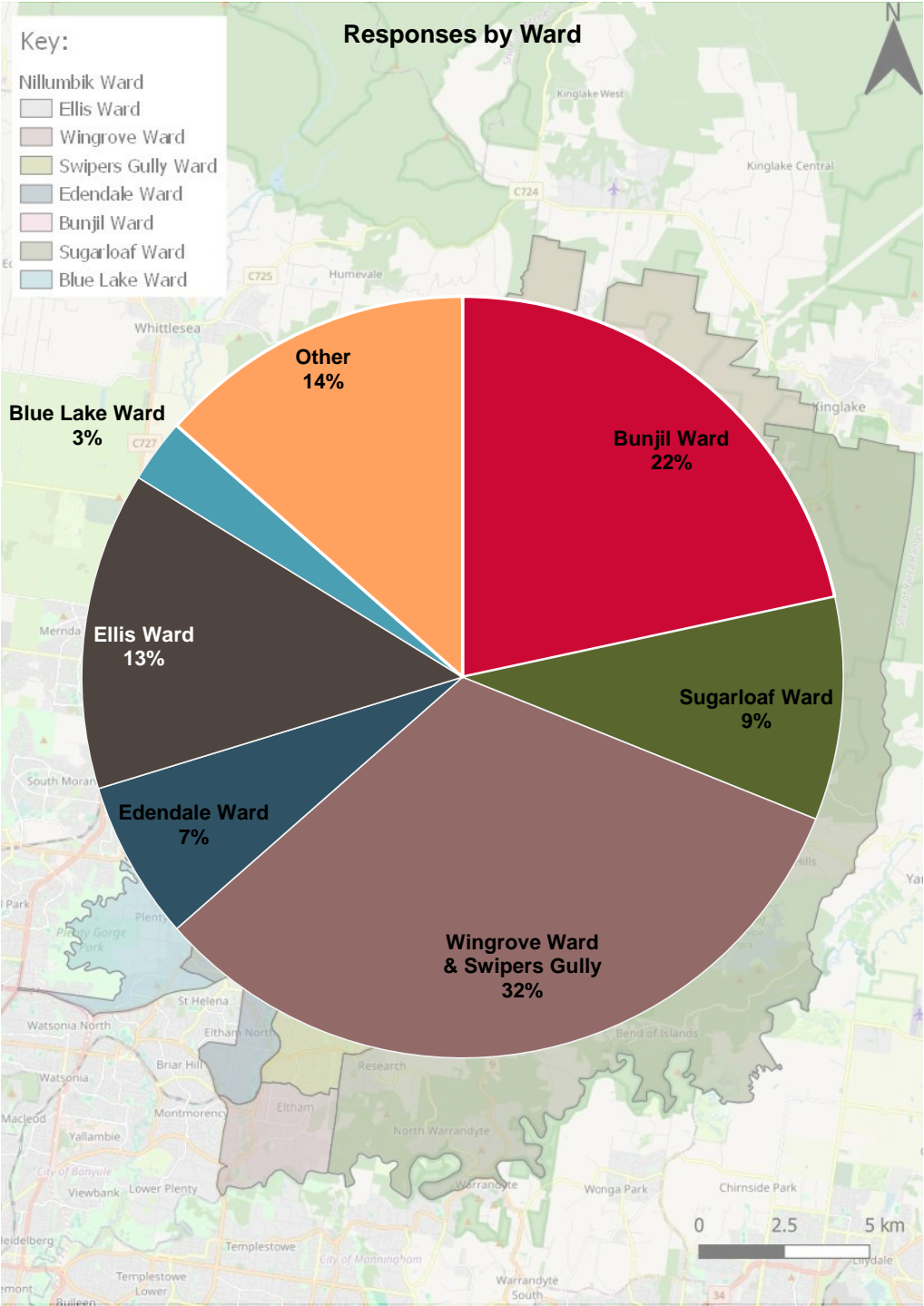




Figure 16 – Responses by Ward


Summary


Overall, the community response received to the “Issues and Options Paper for consultation” has been largely positive. The community has offered their views which will assist greatly in the further development of the Draft ITS.


The community has raised the following key comments which will be addressed in the forthcoming Draft ITS:


- 


Active Travel (Walking, Cycling & micro-mobility) including the need for more infrastructure and safe crossings.
- 


Accessibility (Including access for the Elderly and those with mobility issues)
- 


Perceived Road Safety Issues
- 

Car Centric Culture
- 

Need to collaborate with neighbouring councils
- 

Public Transport (Lack of coverage, frequency & Multimodal Trips)
- 

Car Parking (Both supply and lack of supply)
- 

Perceived Congestion
- 

Maintenance

## Social Map Results

A total of 163 Social Map contributions were made from 46 contributors. A summary of the contributions by category is summarized below:

Category	Count	Percentage (Rounded)
Buses - Good	1	1%
Buses - Not great	23	14%
Car - Not great	29	18%
Car -Good	1	1%
Cycling - Good	4	2%
Cycling - Not great	32	20%
Train - Not great	2	1%
Walking - Good	5	3%
Walking - Not great	66	40%
<b>Total</b>	<b>163</b>	<b>100%</b>

Table 3 - Social Map Summary

### Key Issues by Category

Of the 163 responses approximately 60% of responses related to issues regarding Active Transport which includes Walking (40%) and Cycling (20%). Issues regarding Cars made up approximately 18% of responses and Public Transport made up a total of 15% of comments.

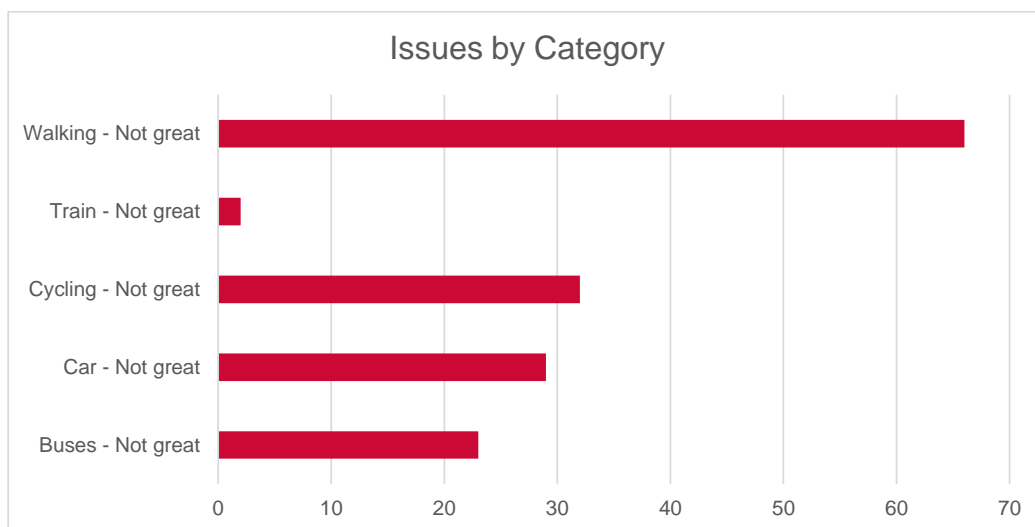


Figure 17 – Social Map – Issues by Categories

### Issues by Theme:

Based on the responses that were identified as 'not great' the main issue related to Road Safety (21%); particularly regarding pedestrian crossings (18%). Lack of infrastructure for Active modes was also identified through the identification of missing Active Travel Links (12%) and missing footpaths (6%). Comments relating to the Bus Network made up 10% of comments.



These comments align with the ranking of strategic priorities within the Survey where “Plan and deliver active transport networks that are safe, accessible, connected, comfortable and inclusive” is ranked as the most important Objective for the community.

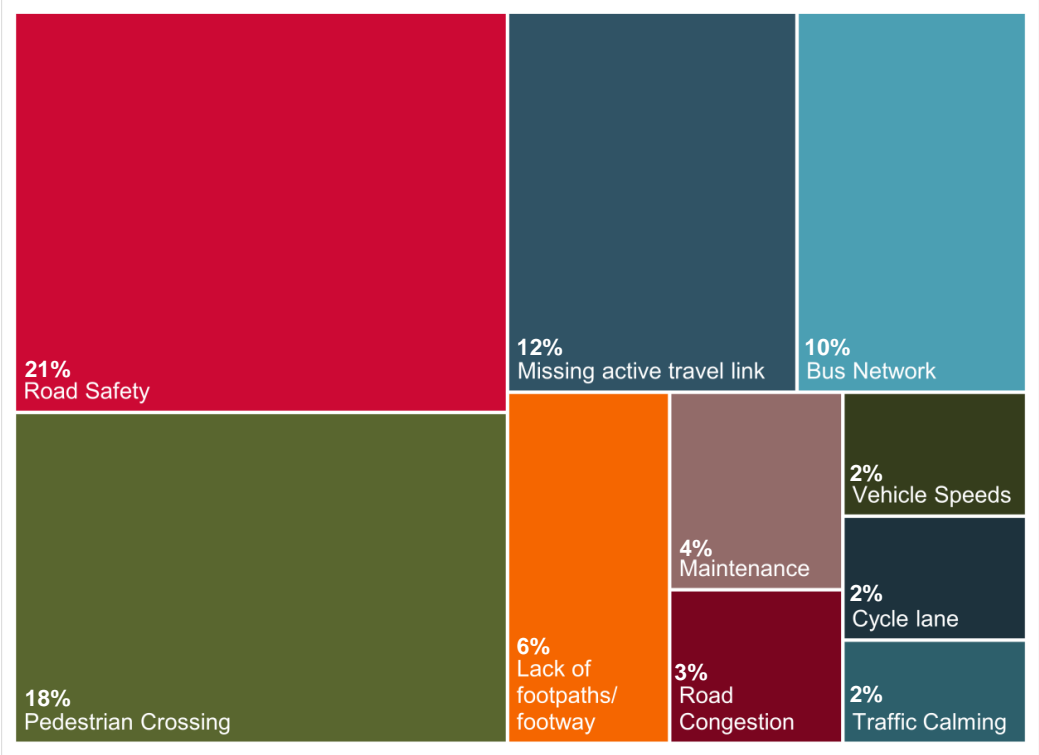


Figure 88 -Social Map - Top 10 Key Issues by Theme

Key Opportunities by Category

Limited responses were received regarding ‘good’ transport in Nillumbik; with the majority of responses related to Walking and Cycling as shown in **Figure 19**. Of the positive feedback the majority related to recent upgrades to the Diamond Creek Trail and other Reserves as well as existing off-road bike paths and footpaths as shown in **Figure 19 - Social Map – Opportunities by Categories** **Figure 20**.

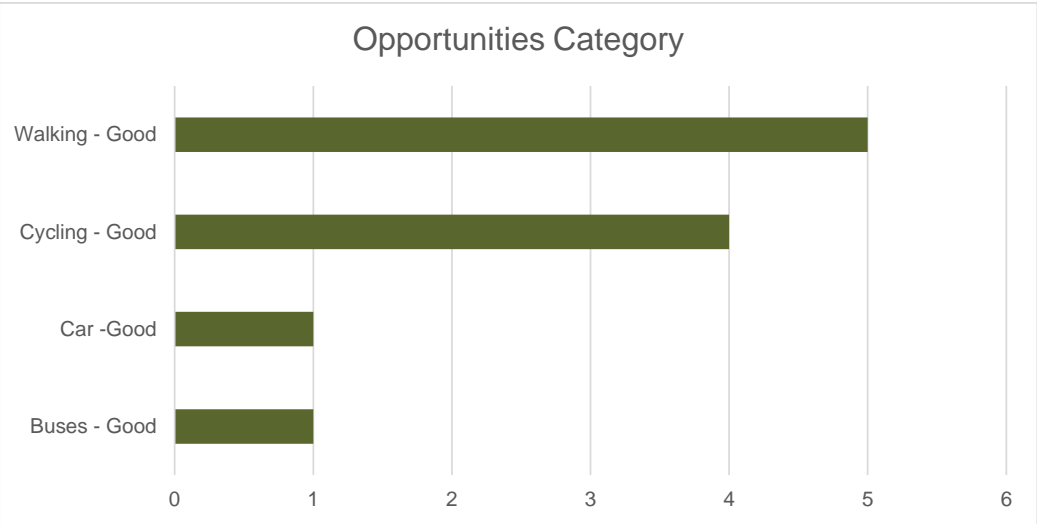


Figure 19 - Social Map – Opportunities by Categories

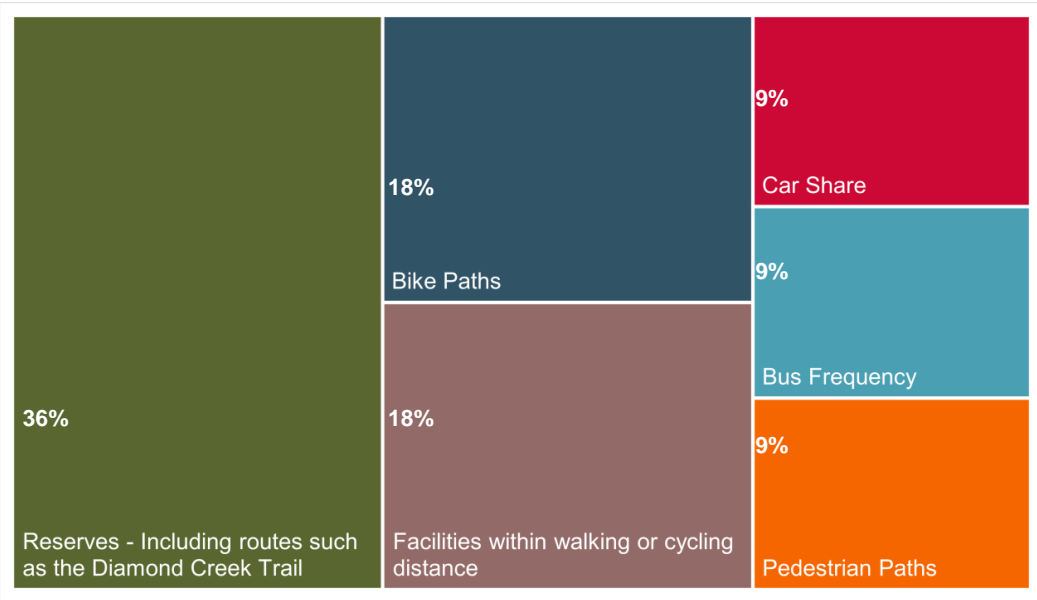


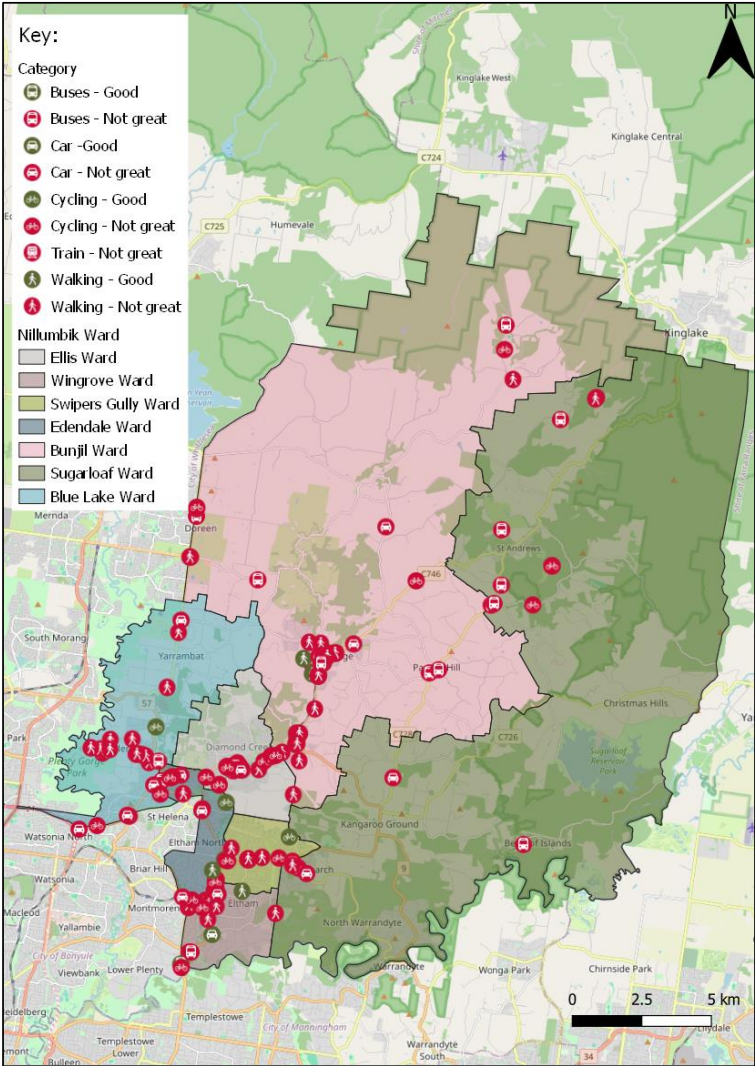
Figure 20 - Social Map –Key Opportunities by Theme

## Social Map – Spatial Analysis

High-level spatial analysis has been undertaken to identify potential hotspots to understand if there is any relationship between the issues raised and the locations where these issues are raised.

**Figure 21** shows all of the locations of the social map submissions. The map shows that most submissions were made in Eltham, Diamond Creek, and Hurstbridge. The map pinpoints indicate that there are issues along corridors rather than individual hotspots. This highlights the need for various pedestrian and cycling plans to be prepared rather than minor interventions in localised areas.

Comments relating to Public Transport are shown in **Figure 23**. As illustrated in the map the comments are spread across the Shire. Comments in Rural areas often related to a lack of public transport in this area. In Urban areas, comments are often related to frequency or bus interchange with rail.



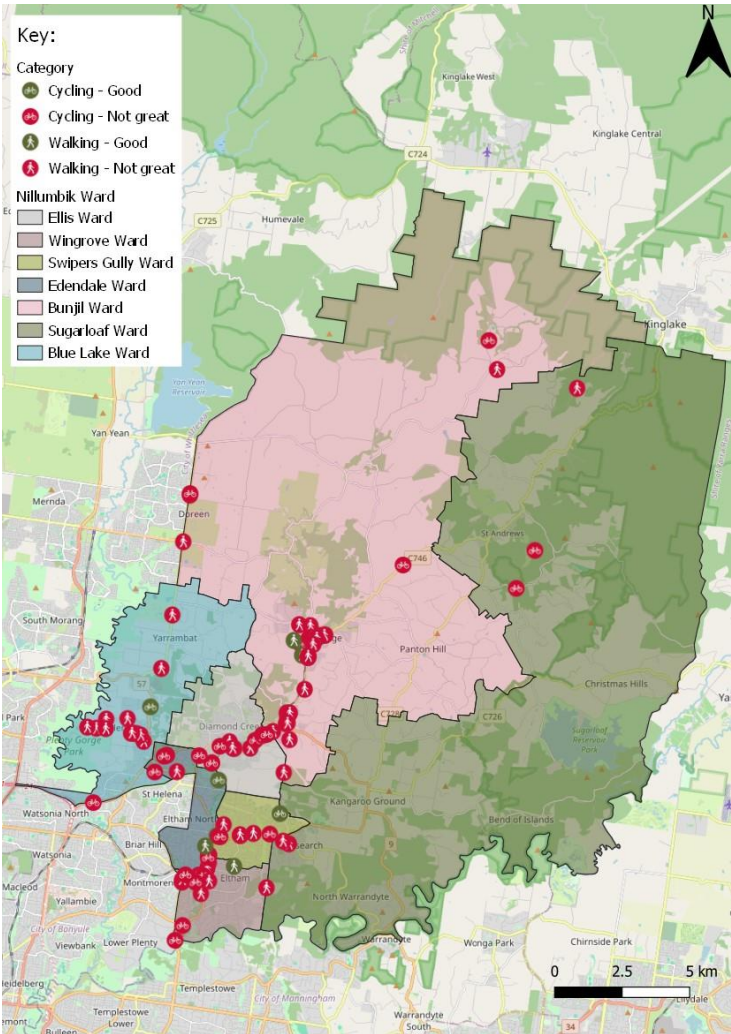


Figure 22 – Social Map – Active Transport

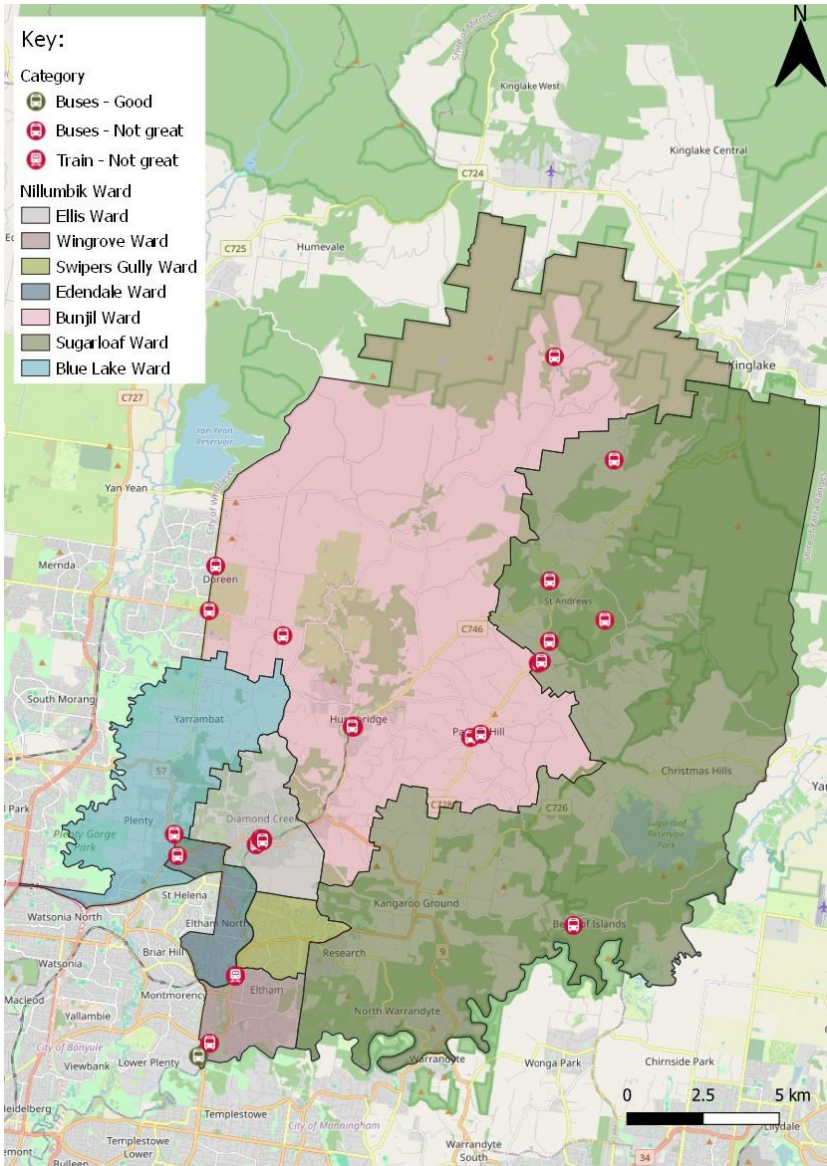
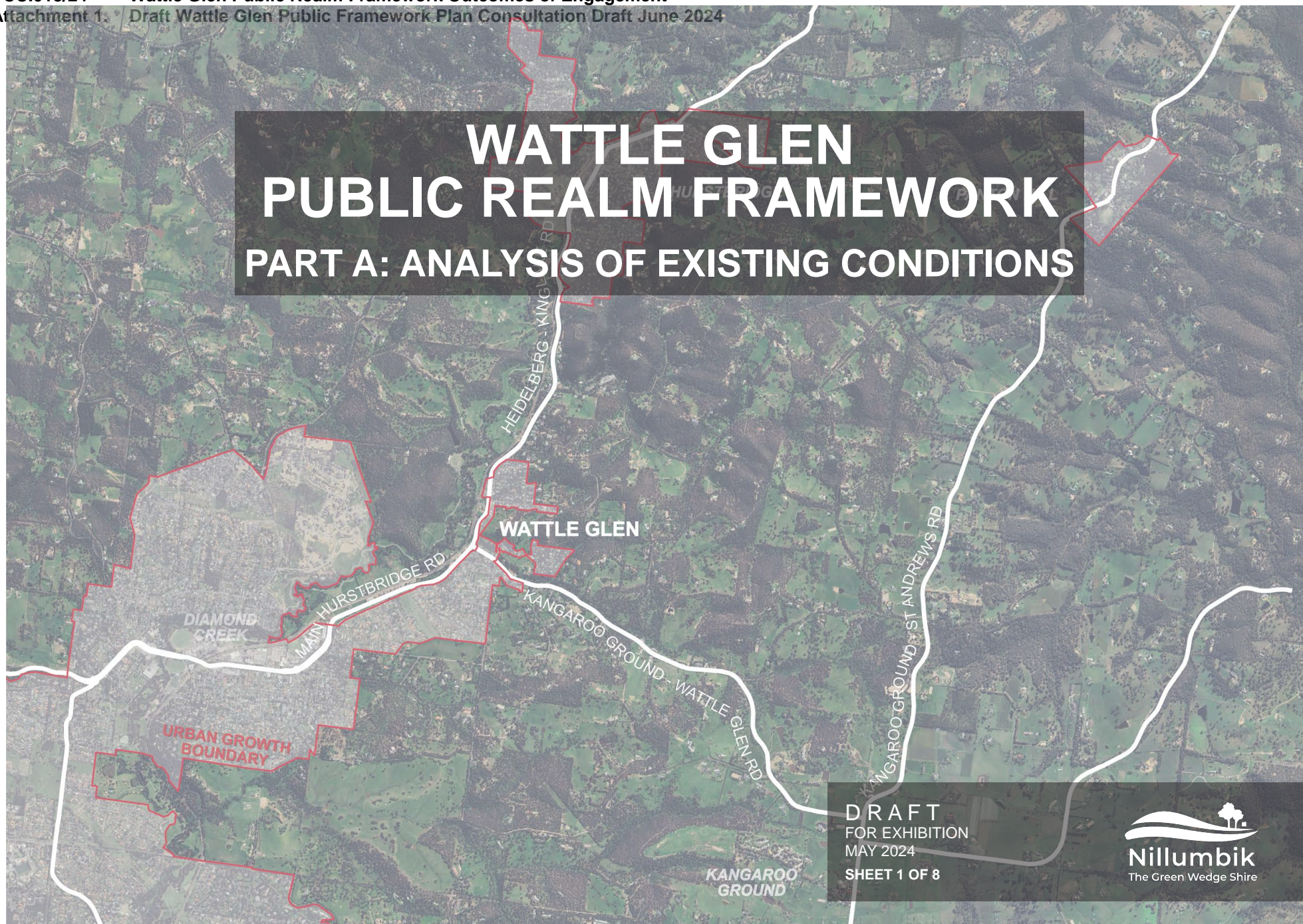


Figure 23 – Social Map – Public Transport

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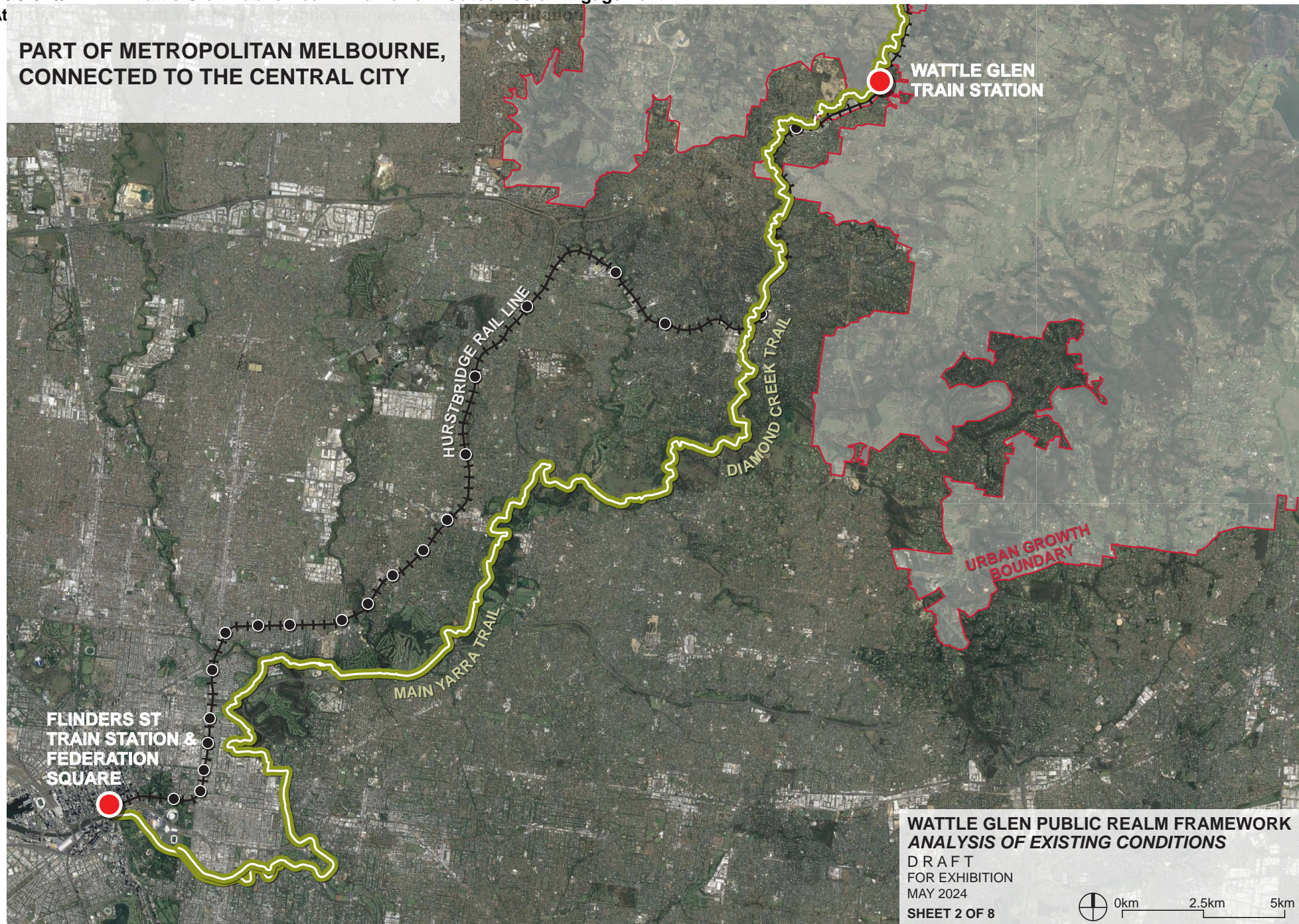
# WATTLE GLEN PUBLIC REALM FRAMEWORK PART A: ANALYSIS OF EXISTING CONDITIONS



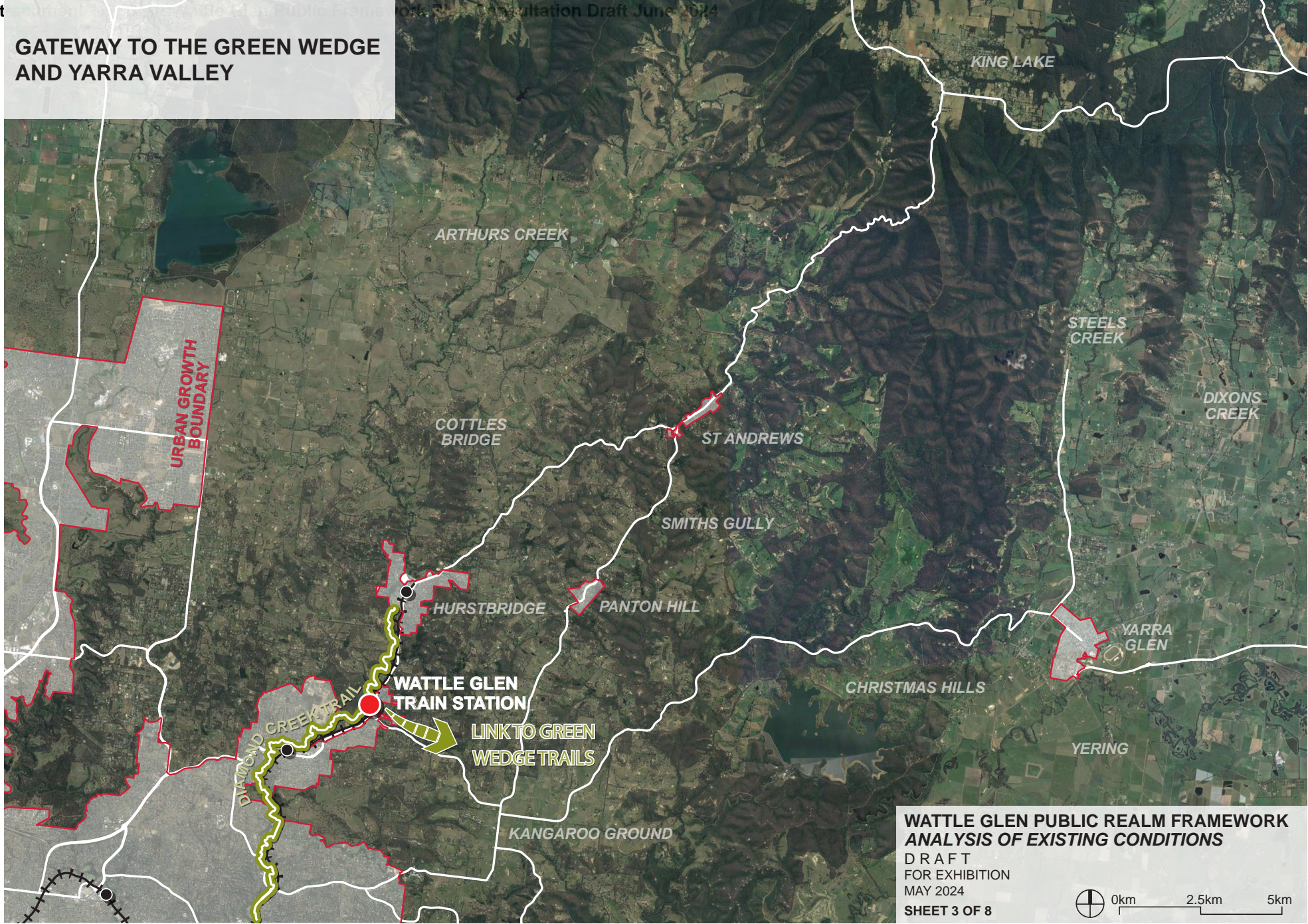


At

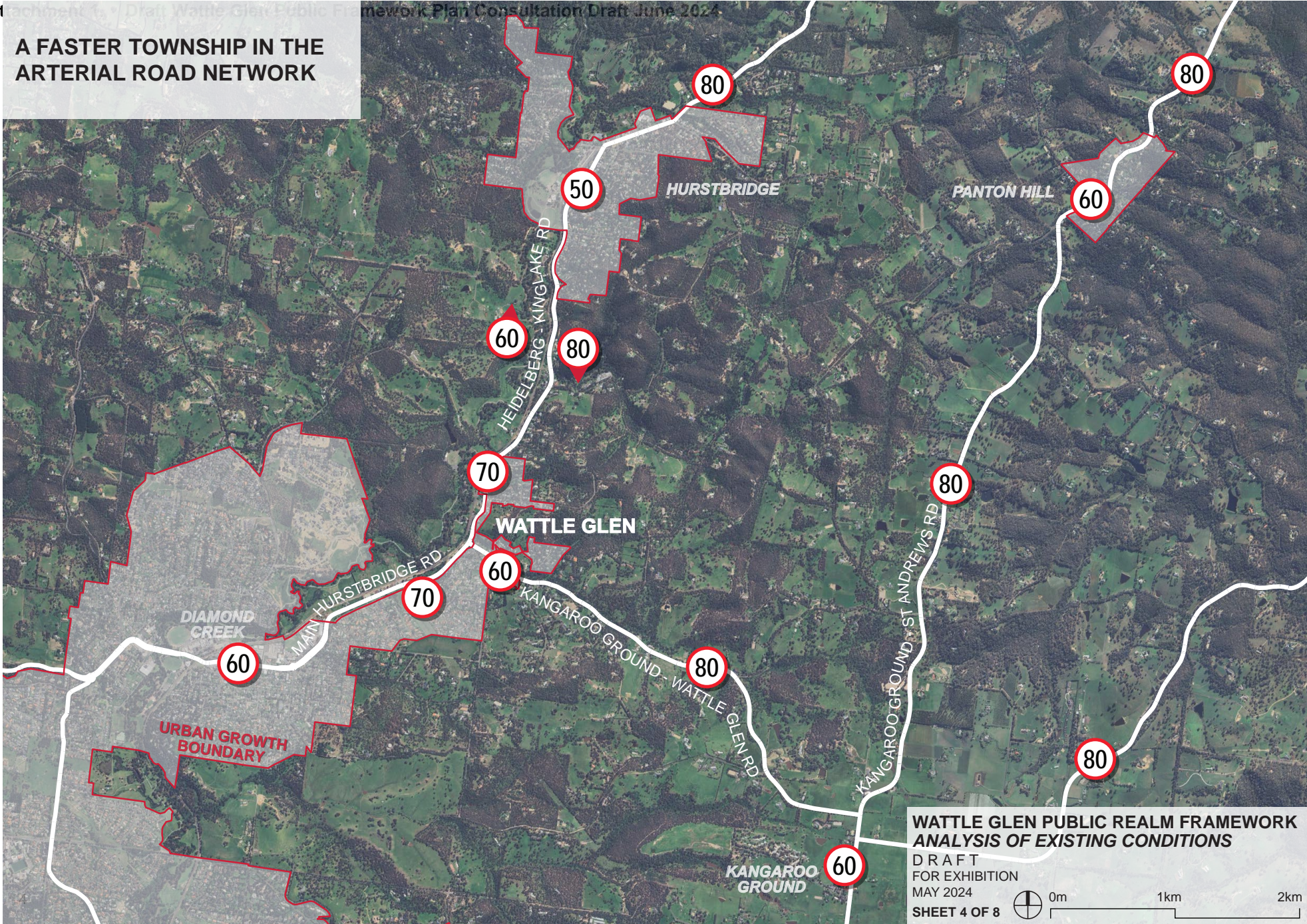
**PART OF METROPOLITAN MELBOURNE,  
CONNECTED TO THE CENTRAL CITY**



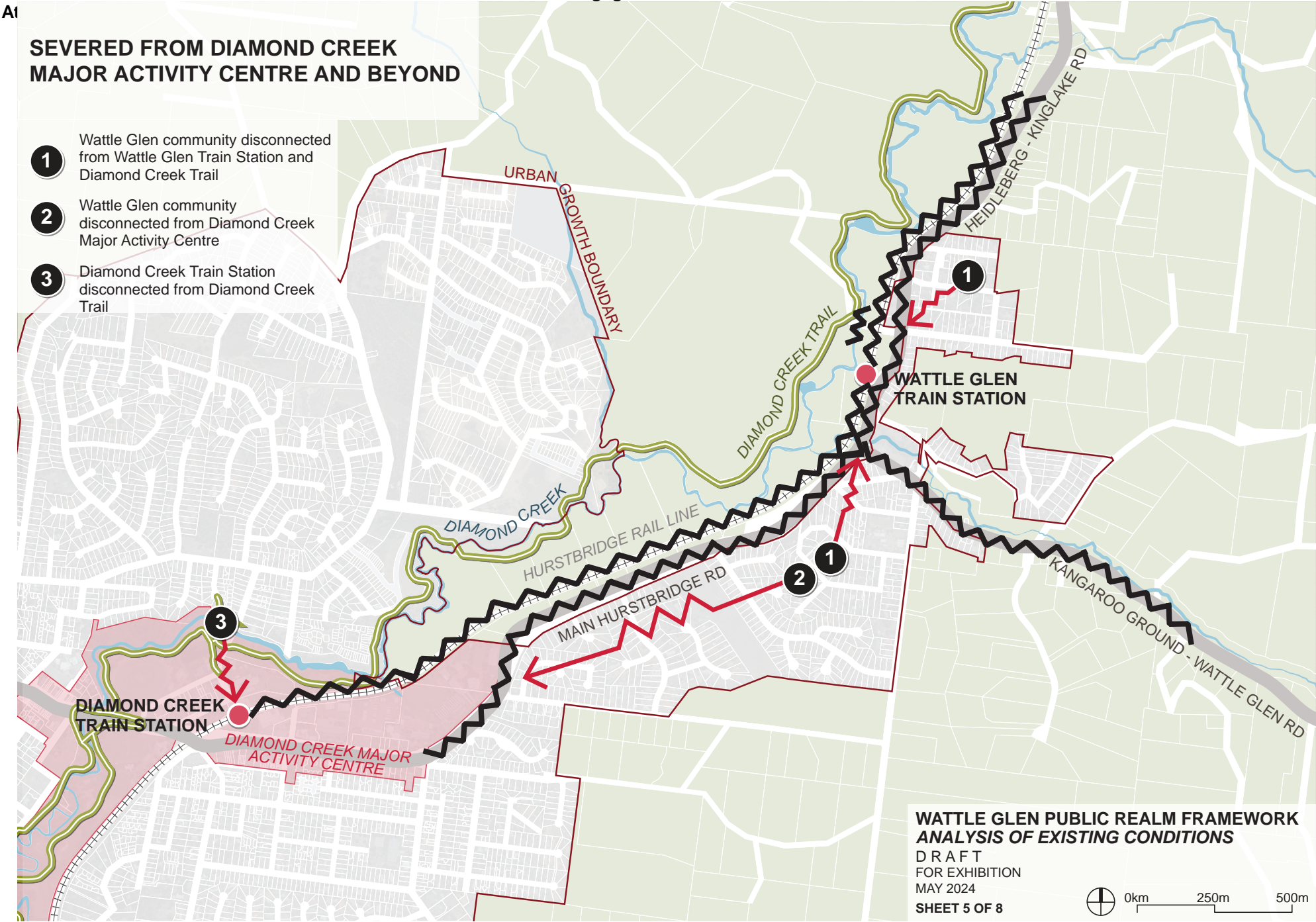












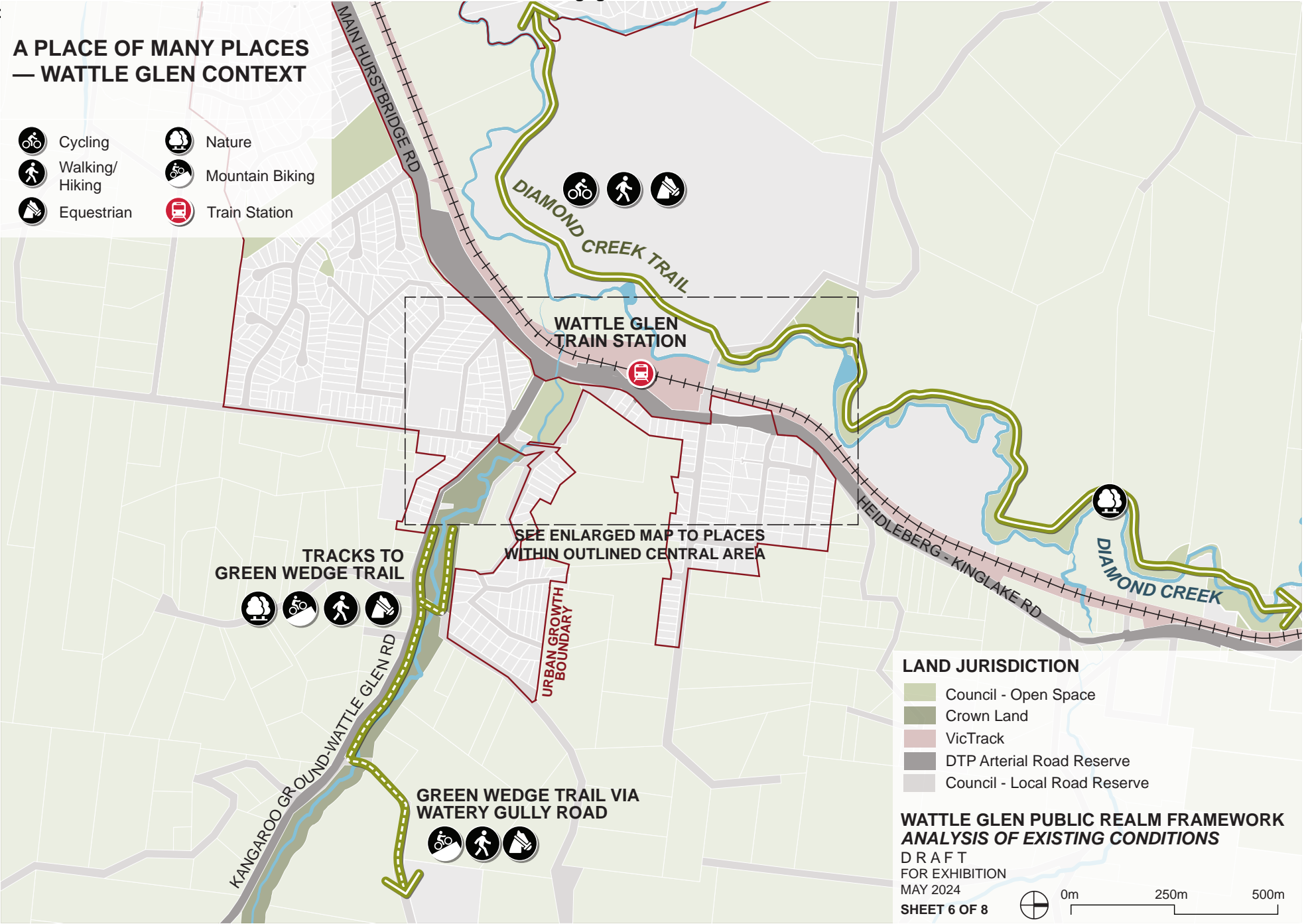






**A PLACE OF MANY PLACES  
— WATTLE GLEN CONTEXT**

- |   |                    |   |                 |
|---|--------------------|---|-----------------|
|  | Cycling            |  | Nature          |
|  | Walking/<br>Hiking |  | Mountain Biking |
|  | Equestrian         |  | Train Station   |

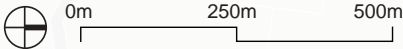


- LAND JURISDICTION**
- Council - Open Space
  - Crown Land
  - VicTrack
  - DTP Arterial Road Reserve
  - Council - Local Road Reserve

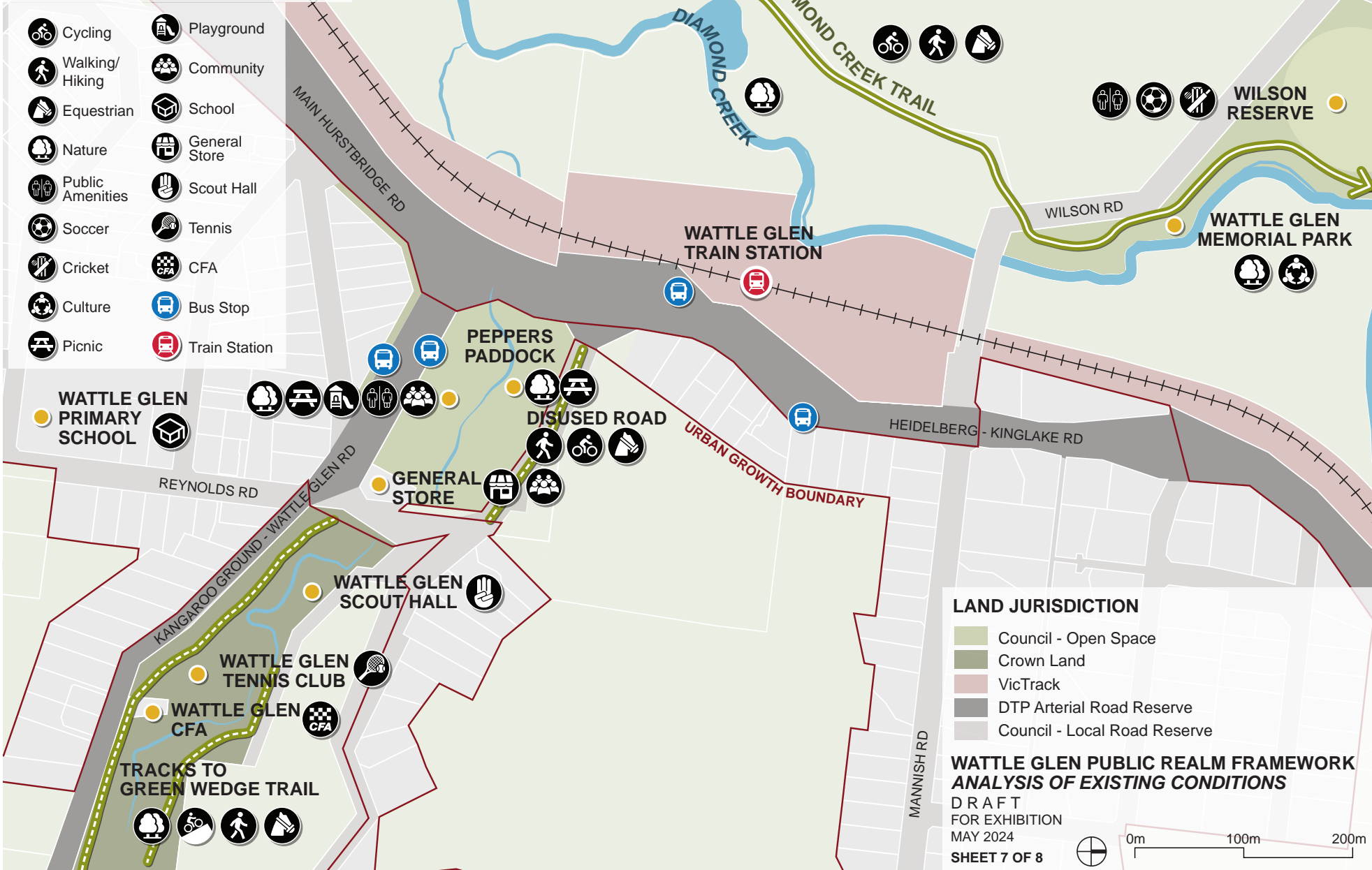
**WATTLE GLEN PUBLIC REALM FRAMEWORK  
ANALYSIS OF EXISTING CONDITIONS**

DRAFT  
FOR EXHIBITION  
MAY 2024

SHEET 6 OF 8

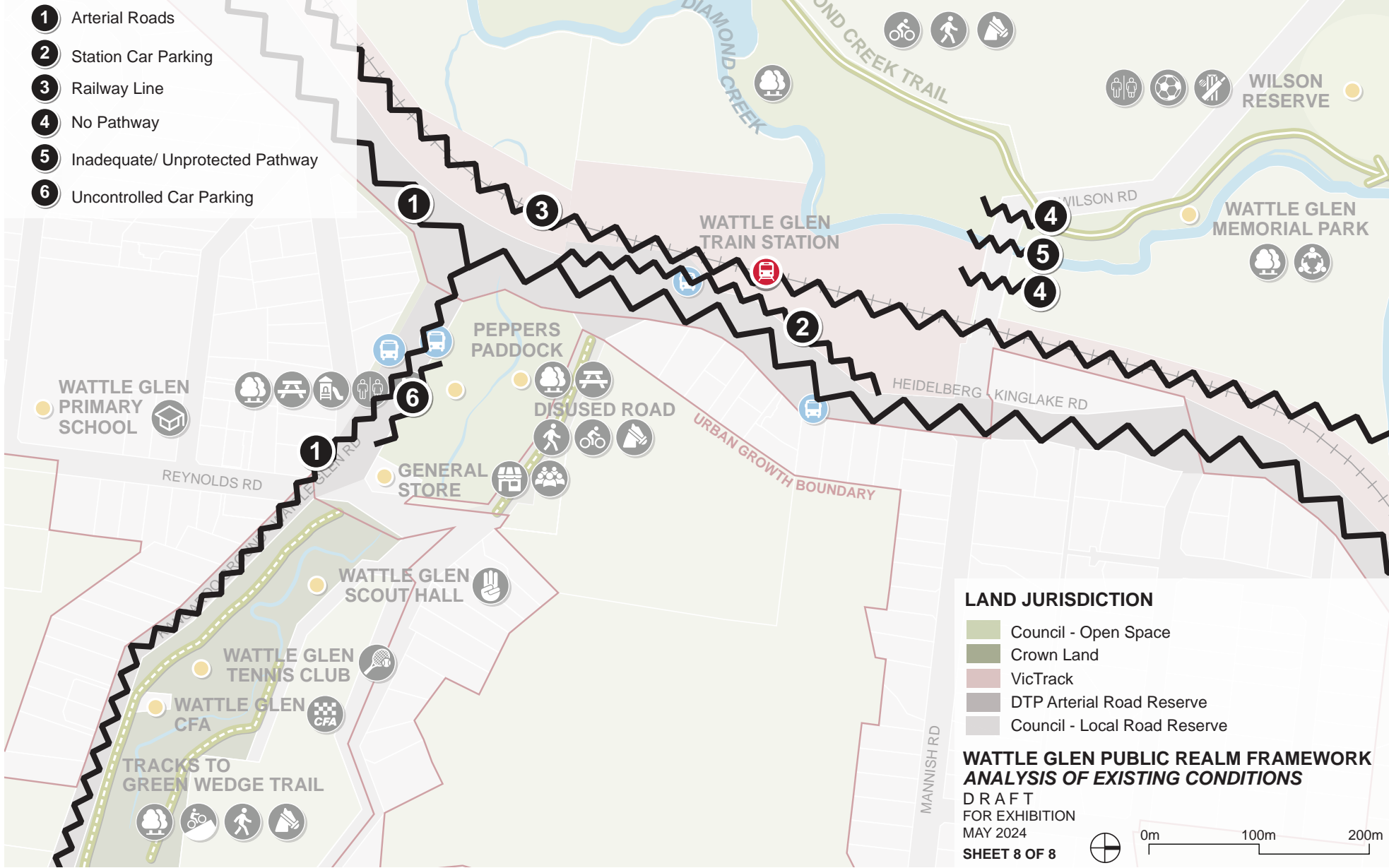


A PLACE OF MANY PLACES  
— WATTLE GLEN





**PLACES SEGREGATED AND IMPACTED  
BY TRANSPORT INFRASTRUCTURE**





# WATTLE GLEN PUBLIC REALM FRAMEWORK

## PART B: PUBLIC REALM FRAMEWORK PLANS

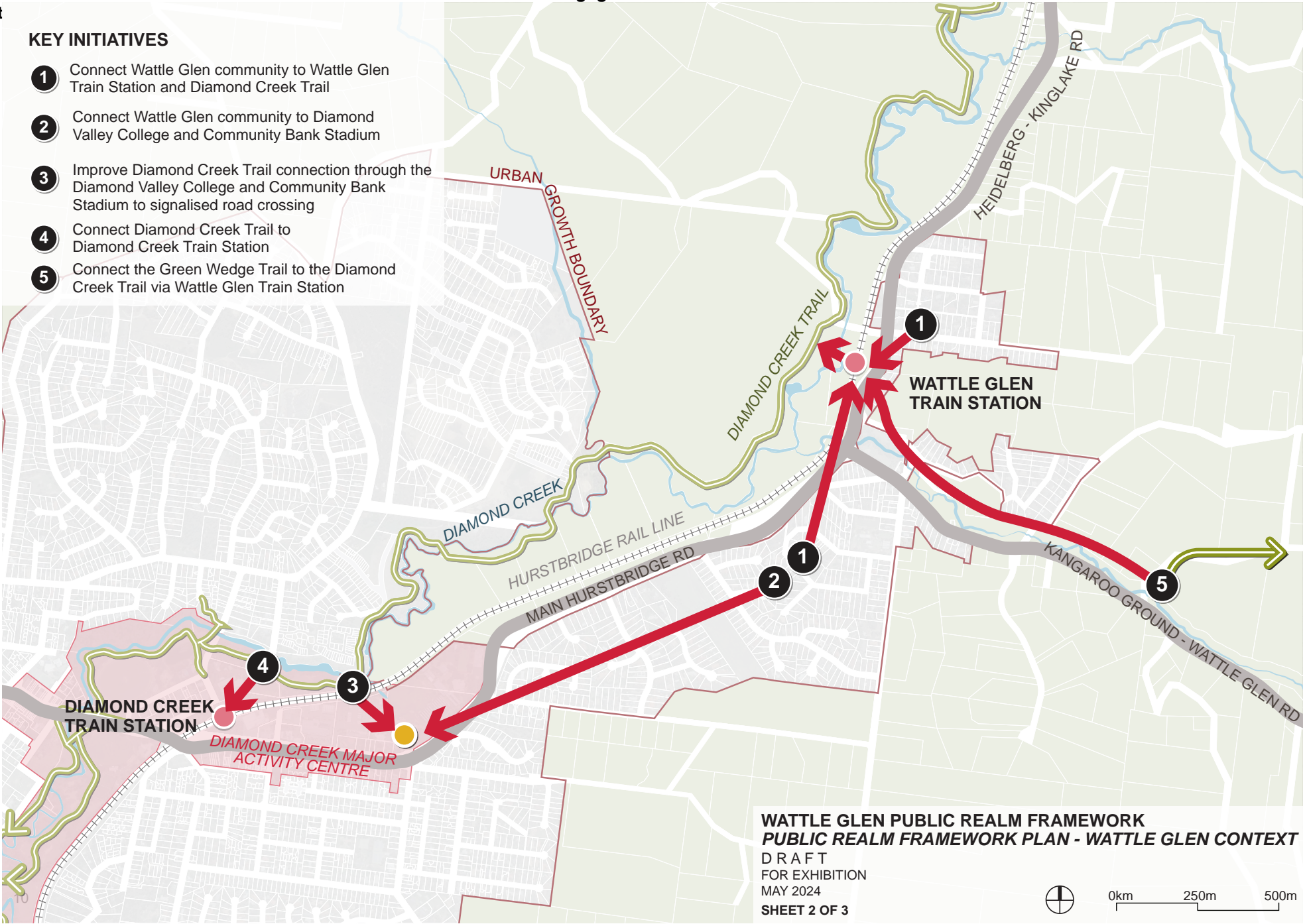
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FOR EXHIBITION  
MAY 2024  
SHEET 1 OF 3

  
**Nillumbik**  
The Green Wedge Shire

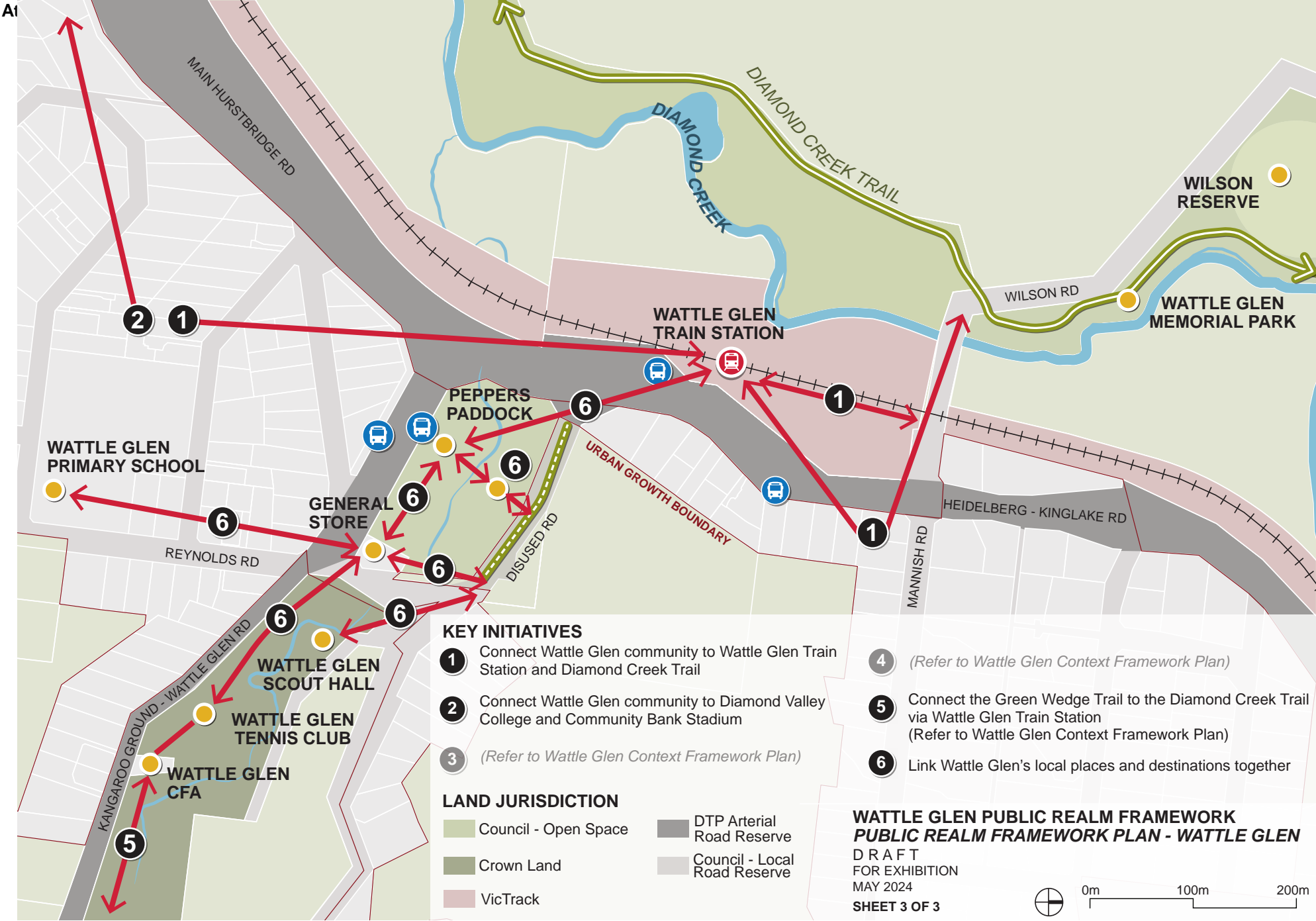


KEY INITIATIVES

- 1 Connect Wattle Glen community to Wattle Glen Train Station and Diamond Creek Trail
- 2 Connect Wattle Glen community to Diamond Valley College and Community Bank Stadium
- 3 Improve Diamond Creek Trail connection through the Diamond Valley College and Community Bank Stadium to signalised road crossing
- 4 Connect Diamond Creek Trail to Diamond Creek Train Station
- 5 Connect the Green Wedge Trail to the Diamond Creek Trail via Wattle Glen Train Station



WATTLE GLEN PUBLIC REALM FRAMEWORK  
PUBLIC REALM FRAMEWORK PLAN - WATTLE GLEN CONTEXT  
DRAFT  
FOR EXHIBITION  
MAY 2024  
SHEET 2 OF 3



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## Submission re: Wattle Glen Public Realm Framework

[REDACTED]

11/6/24

To Whom it May Concern,

[REDACTED] I am  
[REDACTED] new to the area and was not present at the formation of this project. The presentation was clear and an understanding of purpose and safety focus for community delivered. What I heard was a great sense of mistrust from the community about information delivered. Although many acknowledged the hard work of the team, there is a resounding concern about communication. Continued comments about "Collaboration" and "advocacy" for community have, it appears been thin in evidence over the past few years. Covid may be a reason , but not an excuse to deliver to the people the council serves, important information, in a language and way that they can hear it. [REDACTED]  
[REDACTED] I am aware of this responsibility every day.

[REDACTED] I [REDACTED] would like to reiterate my two main points:

1. I believe the Community and Council would benefit from a schedule/timeline (obviously without distinct dates that aren't available). This would set out timelines and expectations of the plan, including when Community Voice could be involved. This would require updating as the project moves. I believe this is a collaborative and respectful approach to sharing next steps. There is no advocacy or collaboration if you are only ticking the box.
2. As Council represents the community, it appears many smaller issues in the area have been sidelined because of this project. Although many of these issues are connected to other stakeholders and cannot be easily dealt with. Some like the Wilson Road Safety issue, which could be worked on by council, would be a great starting point to prove that Council is hearing and working with community. I do find it odd that the Wilson Rd path is so dangerous and that everyone is aware, yet nothing is done. Surely that comes up on a risk assessment somewhere?

Thank you for your time. I look forward to the future communications on this project.

Yours Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

### Submission for Nillumbik's Wattle Glen Upgrade Proposal

[REDACTED]. I  
am writing this as a local resident [REDACTED]  
[REDACTED]

In no particular order, my feedback is:

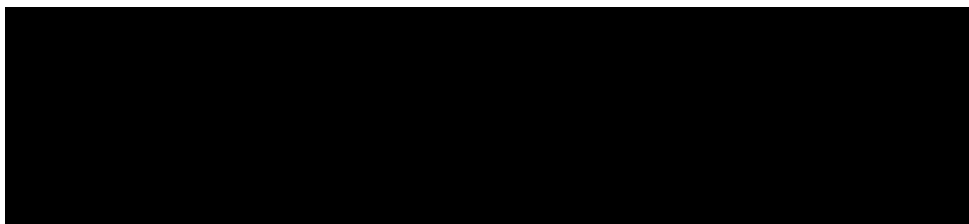
1. I plan to support the five points asking for our input but I am concerned that they are very light on detail.
2. I fully support improving the pedestrian access to the Diamond Creek Trail at Wilson's Road (point 1 on your maps). I often walk along this road and it is quite dangerous and uninviting. Coming from Wilson's Reserve, once I go over the level crossing, I usually walk along the trainline to the Wattle Glen Station rather than risk walking up to the Main Road. I believe that pedestrian access over the bridge, over the level crossing and along Wilson's Road to the Main Road, with an additional path along the trainline, would improve safety and encourage greater use of the DC Trail.
3. On a similar note, I would urge Nillumbik to explore additional points of access to the DC Trail for residents east of the railway line. Between Diamond Creek and Wattle Glen, an access path from the Main Road to the DC Trail would encourage those who want to make shorter trips along the DC Trail. Similarly, between Wattle Glen and Hurstbridge, there is a private driveway with a level crossing that provides access from the Main Road to the DC trail. This driveway currently has a boom gate, which I assume can only be opened by the local residents. I understand restricting car access but allowing pedestrian access using this driveway would also encourage greater use of the DC trail.
4. The footpath from the Pepper's Paddock General Store to the start of the Green Wedge Trail at Valley Road is substandard. [REDACTED], [REDACTED]  
[REDACTED]. The CFA maintains the area in front of their station. However, other parts of the track are only sporadically maintained. I know of local residents who refrain from using this path, especially when the grass is overgrown, due to the risk of snakes. A wider, well-maintained path would encourage greater use.
5. At the meeting, I was surprised to learn that the start of Valley Road is the start of the Green Wedge Trail (point 5 on your maps). I often walk along Valley Road despite the fact that there is no footpath until almost 2/3s of the way to Thorn's Road. Improving pedestrian access along this route would encourage greater use of the Green Wedge Trail.
6. While looking at ways to improve pedestrian access, I would encourage Council to improve the drainage at the west end of Pepper's Paddock. During wet weather, I avoid Pepper's Paddock because of the marshy conditions near the playground. In addition, a pedestrian bridge connecting the two parts of Pepper's Paddock would encourage greater use of the paddock and the paths that connect to it.
7. Extending the footpath to run the full length of Renold's Road would also encourage more pedestrians to consider this option. There are some existing footpaths but there are stretches where there are none, which makes walking along Renold's Road extremely hazardous.

8. I would also encourage Council to look at improving the path along the Main Road from Diamond Creek to Hurstbridge. Again, there are some existing footpaths but they are not continuous. I avoid walking along the Main Road as it is very noisy and dangerous. Creating a path north of the Wattle Glen station between the Main Road and the railway line, which was set as far from the road as practicable, would again encourage more pedestrian usage. A continuous path from Wattle Glen to Diamond Creek on the east side of the Main Road would also encourage greater pedestrian usage (point 2 on your maps). If Council were to build an access path from the Main Road to the DC trail at a halfway point (see my point 2 above), then a pedestrian crossing would be needed. This could be similar to the temporary pedestrian crossing that was set up during the train track duplication construction. Having written this, I would personally be against installing traffic lights in Wattle Glen but I can foresee that lights may be required to cross the road closer to Diamond Creek.
9. I concur with others at the meeting who urged the implementation of a reduced and consistent speed limit along the Main Road.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

12/6/2024



NSC "Draft Wattle Glen Public Realm Framework" - Submission -  
[REDACTED] - Due date 18Jun24

1. To provide context to the below-outlined concerns. **Incessant urban pressures exist in Wattle Glen [WG], constantly undermining our sense of place and bushland and environmental township character**, such as ever-increasing traffic and noise, but also very significantly, WG has suffered successive onslaughts from major projects by government authorities (eg. Vic Big Build and Level Crossing Removal Project / Metropolitan Roads Program Alliance; SP Ausnet) - all on Green Wedge land, that resulted in missed opportunities and some poor and very expensive outcomes with massive (net loss) environmental impacts, and failed to incorporate community aspirations and associated township planning (eg. maintaining integrity of the Green Wedge, affirming indigenous vegetation, and protecting wildlife and habitat; enhancing our bushland and environmental township character; incorporating a 'green' rather than 'grey' infrastructure design approach wherever possible; efficient connectivity; designing a "world class" local trails network), and all based on dodgy community consultation processes. Yet again the same seems set to happen with this vague *Draft Wattle Glen Public Realm Framework* [WG PRF].
2. We cannot support this Draft Framework:
  - i From which all details of the '2021, 1st round of community consultation' have disappeared, and which were yet again raised at the community workshop [REDACTED] and offers no solutions.
  - ii That lacks transparency and fails to mention that major (*Department of Transport and Planning* [DTP] - urbanising) infrastructure plans are afoot (eg. to remove the existing roundabout and install traffic lights at a number of intersections), bound to have major impacts and concept planning implications, and that change the premises of this Public Realm Project.
  - iii That provides no time lines and implies nothing can be done, and effectively keeps everything on hold indefinitely (other than maybe some landscaping - as advised by workshop [REDACTED] - including the issues under Council's own jurisdiction, till concept planning and design is done, for which there currently is no funding.
  - iv That includes a third "key strategic initiative" - an excessively weighty term, inappropriate in this WG PRF Project context, and - curiously not mentioned in the summary of CM042/24 - intending to forge stronger links between 'Wattle



- Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond' (and related actions seeming to concern the building access points to the trail in Diamond Creek), which is contrary to community sentiment to retain and strengthen WG's distinctive Green Wedge township character separate from Diamond Creek township, and which are outside WG's Public Realm.
- v This 'key strategic initiative' should be deleted from the WG PRF, and the trail access issues in Diamond Creek noted for attention when Diamond Creek strategies and plans are next updated, and in this WG PRF at most, they should be treated and weighted the same as all other issues raised '2021, 1st round of community consultation'.
- vi That has lost some important nuances and findings that can be summarised from the 'Understanding Phase' Consultants Report 15Oct2021 [Officers' Report PCC.031-21], and especially as grey-highlighted below:
- A recognition that **Wattle Glen lacks definition of place**; that more is needed.
  - Enhancing the identity of the township should promote Wattle Glen's natural environment and wildlife.
  - WG acts as a **Gateway to the Green Wedge and trails**.
  - Enhancing the connectivity of the township, by improving access and **providing areas for recreation and social engagement, and open spaces**.
  - Participants were also acutely aware of the **risk climate change** poses to their community.
- vii That fails to sufficiently outline the central importance of recreational trails to the future of Nillumbik as well as of Wattle Glen; and given a number of local and regional trails converge in WG, WG's potential role as the epi-centre of Nillumbik's trails' network; and to properly define WG's sense of place and identity as a Green Wedge township and as a '*Gateway to the Green Wedge, Yarra Valley and trails*'.
- viii That does not mention or seem to anticipate important future trends, such as the steeply-rising popularity in cycling and especially of e-bikes [refer para 6i below]; and the need to encourage modal shifts (both recreational and commuting cycling) [refer paras 6iii & 6iv below] - significant both in relation to the Draft's strange decision to align the regional trails' link via the train station car park and the hushed DTP new infrastructure plans.
- ix That presents 'a way forward' (i) with a set of three very broad key themes that were defined without knowledge of, and are insufficient in relation to the large, hushed DTP infrastructure projects and their development to 'concept design' stage; and nevertheless (ii) requires us to hand-over agency to, and to trust juggernaut authorities (DTP and Council) without further community collaboration<sup>1</sup>.

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<sup>1</sup> Council's promise in 2021 to liaise with community groups did not happen:

Excerpt from Council Officers' Report PCC.031/21, Oct? 2021, '**Wattle Glen Public Realm Framework Project - Response to the first round of public consultation** ' (paras 16,18, 24):



- x BTW1. Compared to original versions, without explanation, the wording of the key themes was changed, and WG is now being described as a "settlement" rather than a "township". This is wrong, and should be changed back to "township" which is a much broader and historically a more appropriate concept and description:

From the 'first round community engagement' conducted with Wattle Glen residents in 2021, three key themes were identified:

1. *Wattle Glen's **rural character and natural and environmental setting** are valued as the distinctive qualities of the township.*
2. *There is a fundamental lack of **connectivity** among key points within the township.*
3. ***Unsafe** conditions exist for travel, especially for non-motorists, among key points within the township.*

Excerpt from (Officers' Report) Draft WGPRP Framework 4 Exhibition [CM.042/24, 28May24]:

The essential themes directly informing the Draft Framework, are:

1. *Wattle Glen's **rural character and natural and environmental setting** are valued as the distinctive qualities of the settlement;*
2. *a fundamental lack of connectivity among key points within the settlement; and*
3. *unsafe conditions for travel, especially for non-motorists, among key points within the settlement.*

- xi BTW2. The first of the three key themes is lamely worded, and allows for the constant deterioration of our natural environment, and needs to be elaborated and to include something like "and needs to be enhanced":

1. *Wattle Glen's **rural character and natural and environmental setting** are valued as the distinctive qualities of the township and need to be enhanced.*

- xii The key themes as currently defined are too vague, and do not assure that the design of the new road network, infrastructure, and facilities will be as **low-key** as possible and sensitive to our natural environment, our township's Green Wedge character, and our community aspirations; and are likely to lead to conventional and mediocre outcomes and missed opportunities to demonstrate innovative design in Wattle Glen's public realm. Déjà vu - refer para 1 above.

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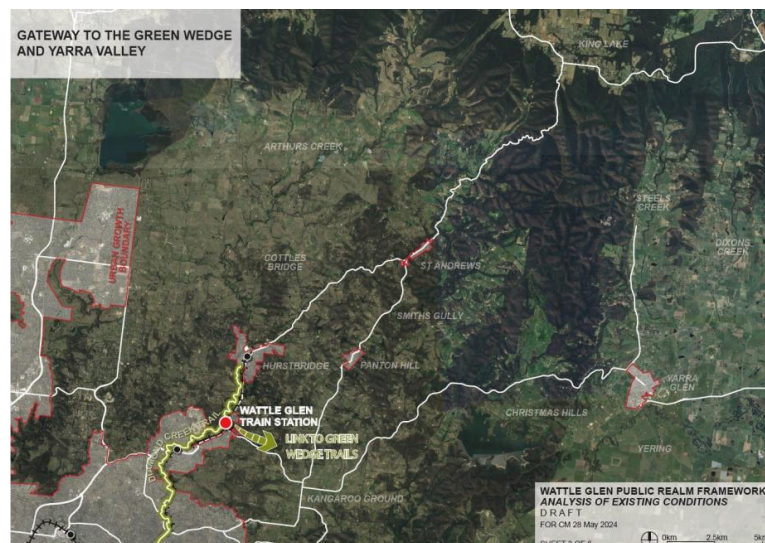
*'Community engagement is a strong and central pillar of the project, and the project seeks to contribute to continuous improvement and innovation in community engagement; and in liaison with key stakeholders, such as particular advisory groups of Council, the Wattle Glen primary school, community groups and relevant State Government departments, Officers are preparing a first draft of the WG PRFP for community feedback, scheduled to be presented to a Council meeting in early to mid-2022.'*

More appropriate guiding (concept design) principles should be prepared for the DTP projects; and they should address aspects such as:

- Deliver a road and network design that promotes safe 'multi-modal' road usage [refer paras 6iii & 6iv below]; and (eg. at roundabouts, intersections or road crossings) prioritises non-motorists (pedestrians, cyclists, e-bikes and horse riders) [refer para 5i below]; and incorporates 'design ) [refer para 6vii below] rather than signage, and possibly zebra crossings and 'shark's teeth' road markings[refer para 7viii below]
  - As much of the major DTP network and infrastructure plans are located near waterways and drainage areas, instead of conventional concrete barrelling and hard surfaces, integrate a **'green' rather than 'grey' infrastructure design approach and principles** [refer para 22, 1st dot point below] **wherever possible** (eg. bio-swailes or rain-garden principles, using indigenous plant stock only; minimise hard, impervious surfaces; minimise lighting impact on wildlife; assure all fencing is wildlife-friendly, eg. allowing passage for echidnas, wombats, lizards, kangaroos; maximise vegetation), and require that these plans integrate road reserve landscaping plans based on the same design approach and principles.
  - Encourage a 'rounded, natural flow' rather than an 'angular, hard-edged' design; and similarly, a relaxed/natural landscaping design approach, unlike the formal landscaping that recently has taken place at the new car parking at the roundabout and the tree planting around the new 'Rapid Earth Fault Current Limiter' building at the HB-KL-Wilson Roads' corner.
  - Recognise the inherent advantages of roundabouts in promoting natural traffic flows - rather than the 'stop-start' of traffic lights; incorporating a vegetated central island (to break up the asphalt expanses) and minimal lighting; and offering greater versatility - eg. allowing the option to u-turn at roundabouts, when cars and other road users are facing difficulty in making a right-hand turn when exiting the train station car park or residential drive-ways along HB-KL Rd.
  - Incorporate the option of new on-road bike lanes along Wattle Glen-Kangaroo Ground Road to Kangaroo Ground to join the existing bike lanes along Heidelberg-Kinglake Rd built by Nillumbik Council eight years ago.
  - Provide theft-proof parking facilities for bikes and e-bikes at the railway station.
- xiii That offers an inadequate route for linking the two regional trails via the train station's car park, that ignores its own policies regarding safety and creating a "world-class" trails network, and refuses, but should include a recommendation to assess more visionary community ideas, such as the [REDACTED] [REDACTED] " [REDACTED] proposal.

- xiv That has been a long 3 years in the making, yet ultimately delivers so little; and now, with an unfair and very short 3weeks' public exhibition and feedback period, and inadequately framed, is being rushed through to meet the July Council meeting and the 'commencement of the care-taker period' deadline : it seems to be not correct and not good governance.
- A 2nd draft should be prepared and put for public re-exhibition that better and more fairly prepares the future directions of the WG PRF Project, and that includes a Council advocacy commitment to other responsible authorities [refer para 23 below].

**Promoting Wattle Glen's identity as a Green Wedge township & as a 'Gateway to the Green Wedge, Yarra Valley and trails'**



3. Trails are integral to Nillumbik's and WG's future, and form a major part of WG's role and identity.

Straddling the Urban Growth Boundary, WG is a strategically-located Green Wedge township, and with a number of local and regional recreational trails converging in the township, is a '**Gateway to the Green Wedge, Yarra Valley and trails**'; and WG could become the epi-centre of Nillumbik's trails' network.

4. Nillumbik being a conservation shire and naturally endowed with beautiful landscapes, and together with a "**world class**" trails network (**Northern Regional Trails Strategy 2022**), has a natural economic advantage to promote health & well-being and to provide a unique trail-user experience - but it needs to be designed smartly and sensitively; and the game-changing quality (both recreational and commuting - wise) of **e-bikes** - overcoming the tyranny of our undulating terrain, needs to be recognised.

**Anticipating the future and not miss important opportunities**

5. The Dutch claim to be the world's experts on cycling and related infrastructure design. Although the below posts by the Dutch Cycling Embassy are all very urban in nature - and we definitely need to maximise vegetation and affirm our environmental bushland character at every opportunity, nevertheless their principles of design should be considered for adaptation in this WG PRF infrastructure planning - particularly in relation to the **design of intersections in Wattle Glen and prioritising cyclists, pedestrians and horse-riders**. The Dutch also counsel that the increasing popularity of e-bikes needs to be anticipated in strategic planning [refer para 6ii below]; and emphasise the importance of multi-modal infrastructure design [refer paras 6iii & 6iv below].

- i    A roundabout prioritising non-motorists in South Melbourne:



6. Global trends show the increasing popularity of cycling and especially e-bikes, and as an indication, a near 30% increase in e-bike riding in 2022 was reported in the Netherlands; and experts counsel to especially **strategically plan for the rise of e-bikes**.

- i    Popularity of e-bikes - a game-changer:






ii    Strategically plan for e-bikes:



iii    Increase modal share and safe places to ride and park:



iv Design should promote 'multi-modal' share:




Dutch Cycling Embassy

11h · 🌐

...

"We shouldn't reject ideas because the Dutch have a different history and culture. At the end of the day, it's about building better cities that aren't designed around one mode of transport to the detriment of every other mode."

We chat to [Streetsblog San Francisco](https://sf.streetsblog.org/.../qa-dutch-safety-experts.../): <https://sf.streetsblog.org/.../qa-dutch-safety-experts.../>



v well-designed intersections are essential:

●●●● Optus 3G 1:51 am 🔌 100% 🔋

[Home](#) Favourites Recent 🔍

"A network is as strong as the weakest link."

You can build the best infrastructure in the world, but if it stops when cyclists approach the intersection, the entire journey becomes less safe and comfortable.

<https://fietsberaad.nl/getmedia/9f8d625d-501e-4f49-ac6c-ebe481d5a87e/Best-Practices-Dutch-Cycling-4-Intersections.pdf.aspx?ext=.pdf>







vi 'Comfort' design principle:



vii 'Cued design' rather than signage:



viii Shark's Teeth:



7. Below photo of excessive signage at WG train station shows rationalisation and minimisation of signage and a more innovative (cued) infrastructure design in WG is warranted. Also, future Public Realm plans should ensure consistent design and installation of signage throughout.



vision for the future and avoiding missing important opportunities

8. Important opportunities exist in WG to improve our township, and to be visionary and innovative, but investment is needed.

The *Draft Framework* proposes linking the *Diamond Creek Trail* to the *Green Wedge Trail* via Wattle Glen's Train Station Car Park and along the train tracks.

██████ believe so mixing the many-varied users (runners, kids on bikes, e-bikes, dog walkers, horse riders amongst parked and moving cars) is unsafe; and that a



much safer, more scenic and engaging link is possible, and that strong strategic and policy justifications exist to include in this *Wattle Glen Public Realm Framework Project* a recommendation to fairly and objectively evaluate:

The [REDACTED] [REDACTED]  
[REDACTED] for the public acquisition (with the help of government grants), of vacant, rural-zoned land at the centre of our township (coloured light blue in pic below) for the creation of a public reserve for people and nature with low-impact land uses, and a safer and improved recreational trails network.

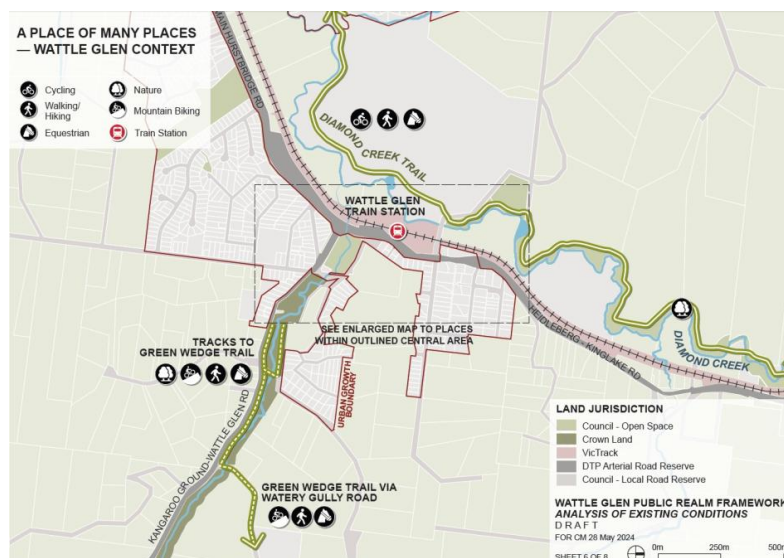
- The [REDACTED] property in the light blue area, Peppers Paddock, the Diamond Creek, the Watery Gully Creek, the Watery Gully Creek Natural Features Reserve.
- The Diamond Creek Regional Trail in green on the west side of the Wattle Gen township.
- The Green Wedge Trail running along the Watery Gully Creek, which then goes up Watery Gully Road to Kinglake.
- A purple-coloured line delineating a possible 'all users' trail (walkers, runners, and bike & horse riders) connecting the Green Wedge Trail via a proposed roundabout at the bottom of Mannish Road to the Diamond Creek Regional Trail.
- A lavender line delineating a possible 'water catchment' circuit and a track to the Lookout for walkers and runners.

The [REDACTED] proposal is at the centre of the PR study area, and has great potential to directly contribute to WG's Public Realm in many important ways<sup>2</sup>;

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<sup>2</sup> for more detail, we can provided a 27Jul22 [REDACTED] submission handed to three [REDACTED]  
[REDACTED] at a meeting held 27Jul22, which

and integrated with Peppers Paddock, a legacy and great community asset can be created.



The [REDACTED] proposal is in line with the **Northern (Regional) Trails Strategy's** aim to develop a "world class" network, and offers varied recreational and tourism opportunities, and a unique destination for visitors.

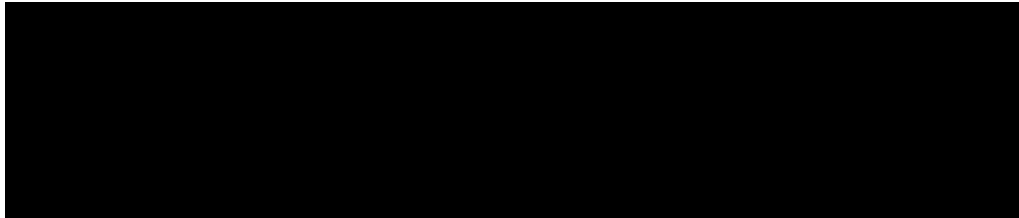
The [REDACTED] proposal:

- Can provide a safe link between the two regional trails in a beautiful landscape
  - Can provide interesting recreational opportunities, such as recreational trail circuits or loops on an undulating terrain (as opposed to the linear trail existing on flat terrain between Diamond Creek and Hurstbridge)
  - Can contribute to the health and well-being of people of all ages
  - Can become a have for wildlife
  - Can provide better connections (away from the noisy main roads) between the residential areas north and south of our township
9. The proposed land for public acquisition is **strategically important** - socially, environmentally, economically, and for Wattle Glen, Nillumbik, the Green Wedge, metropolitan Melbourne, tourists, future generations, biodiversity - so much so, it warrants public acquisition.

The [REDACTED] proposal **can do many things. It can deliver on:** safety / well being / environment / biodiversity / water/ close to public transport / Green Wedge / trails / recreational opportunities / tourism / connectivity / community cohesion & sense of identity & purpose / inclusiveness / effective climate change action / future generations / saving oodles of money / excellent opportunities for partnerships with the local community.

more elaborately explains the [REDACTED] proposal and especially its strategic and policy justifications, but which at the time was not assessed.

10. The [REDACTED] proposal has suffered a lot of scare-mongering, especially regarding an unrealistic \$8M and \$10M land purchasing costs. Hardly authoritative, but possibly indicative, a \$2-3M guesstimated land valuation was recently provided on the [REDACTED] which concurs with our own lay-person real estate google searches of similar properties in the area:



11. The [REDACTED] expect the long term benefits to far-outweigh the costs. Additionally, some sort of compensation by State Government authorities to counter all the damaging outcomes described in para 1 above seems warranted.
12. Urgency exists to get the [REDACTED] proposal properly assessed so that Council is fully prepared for when the land is next offered up for sale, and so that important opportunities do not get missed.
13. On 17Mar23, [REDACTED] members met with Vicki Ward (MP) and Ben Ramcharan (Mayor, Nillumbik Shire Council) to discuss our [REDACTED] proposal, and put the following request to V Ward:

*To advance [REDACTED] [REDACTED] proposal to the appropriate Minister:*

*For funding (i) for the land purchase, and (ii) for a Stage1 Pilot Program for the long term maintenance of the land, and to demonstrate 'best practice' environmental and bushfire risk management and most efficient and cost effective<sup>3</sup> land rehabilitation; and for example involving advocacy for a federal job guarantee scheme, providing meaningful and lasting employment for especially the young and disadvantaged.<sup>4</sup>*

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<sup>3</sup> Current environmental management methods (based on irregular grants with insufficiently vigilant 'weed eradication' follow up) are inefficient, relatively ineffective and wasteful.

<sup>4</sup>

1. This rehabilitation and maintenance scheme aims to demonstrate quickly reducing costs. If done properly, we expect intensive input for the first 5 years, then show sharply reducing long term costs within 10 years to minimal levels; and we believe the scheme will 'pay for itself' (because of efficiency gains and reduced costs of long term maintenance, environmental damage and welfare dependency despair, and savings in government expenditure on unemployment benefits, mental health, prisons).
- We expect these initiatives will result in far more effective and superior outcomes; can potentially save a lot of money; and deliver huge benefits on the social and environmental fronts.
2. Note. If funding for the Pilot Program is not immediately available, temporarily, minimal maintenance could be carried out - as done most years by current and previous owners - all they do maintenance-wise, is one day of mowing (and spreading weeds) - that's it.

14. Continued Council - community collaboration and advocacy regarding this long term employment initiative would be desirable.

strong strategic and policy justifications exist for the [REDACTED] proposal

15. Extensive policy support exists for the [REDACTED] proposal as outlined in the 27Jul22 [REDACTED] submission to 3 NSC executives<sup>5</sup>, but to highlight and elaborate a few additional policy statements:

16. WG has comparatively little 'Public Open Space', and much of it consists of either a transmission lines' easement or a sporting oval with extensive car-parking. With ever-growing traffic, the public shelter and playground area at Peppers Paddock are becoming increasingly noisy, unpleasant and less relaxing. Neither does WG have a dog park. **WG deserves better open space.**

Though **Nillumbik's Open Space Strategy** is in urgent need for updating, nevertheless, the [REDACTED] proposal ticks many of the '*Criteria for Acquisition of Public Open Space*' underpinning the OS Strategy, and the proposal deserves to be included for serious consideration in the Strategy's next update, so its appraisal now would not be a waste.

17. **Local Government Act 2020**, Part 5—Council operations, Division 4—Powers in relation to land, 112 - Acquisition and compensation, (1) states: "*A Council may purchase or compulsorily acquire any land which is or may be required by the Council for or in connection with, or as incidental to, the performance of its*

- 
3. If Stage1 Pilot Program proves successful, consider funding its Stage2 extension, and master planning and programming rehabilitation and long term maintenance of the natural environment and public spaces in 'Wattle Glen central', encompassing:

- The Heidelberg-Kinglake Road precinct along the Diamond Creek, between Kamarooka Dve and Wilson Road.
- The [REDACTED] Mannish Road Nature Reserve, Peppers Paddock, and the Watery Gully Creek Reserve up to Watery Gully Road.
- Along both sides of the two major roads.

Put both Stage 1 and Stage 2 Programs in place, while delivering on both ecological and social justice, and within 10-15 years, Wattle Glen will be transformed into an environmental jewel, a proper "Gateway to the Green Wedge", and a model of cost-effective, 'best practice' and sustainable environmental and bushfire risk management.

- <sup>5</sup>The gambit of Nillumbik/state/international)policy includes:

Council strategies on Biodiversity, Environment, Water, Climate Change, Recreation & Leisure, Municipal Planning; Domestic Animals Management Plan, Economic & Tourism Strategy; Open Space Strategy 2005; Health & Well Being Plan; Council's 2022-23 Budget and its website's 'at a glance' blurb.

The four themes and strategic objectives of the 2021-25 Council Plan: health & well being; environment/biodiversity, and climate change action; inclusion; equitable access; social connection; connectivity; strengthen identity and character; sustainable and resilient community; strong leadership.

Various State of the Environment Reports; Plan Melbourne (Directions 1.4, 4.5, 4.6); Victoria Biodiversity 2037; latest United Nations' Intergovernmental Panel on Climate Change Report; etc, etc.

*functions or the exercise of its powers."* and the [REDACTED] proposal qualifies this regulation.

18. The [REDACTED] proposal ticks many boxes of **Nillumbik's Biodiversity Strategy 2023**, including *Strategy E. Consider opportunities for the **strategic acquisition of land** to add to Council's bushland reserve system - using a decision-matrix framework that comprehensively considers all aspects of such a decision.*
19. Despite having suffered neglect and vandalism at different times, the land proposed for public acquisition has great potential to bounce back environmentally.

Nillumbik being a **conservation shire** with the Green Wedge as its strategic focus, the [REDACTED] proposal can strengthen and inject natural life into Nillumbik's Green Wedge at a strategic location along the Urban Growth Boundary and near waterways.

20. The land proposed for public acquisition has **important biodiversity values**, described as "excellent" by one local ecologists, and is home to vulnerable flora and fauna species, such as 'Valley Grassy Forest' EVC (Vulnerable) and maybe Plains Grassy Woodland EVC (Endangered), and threatened species like Gang-Gang Parrots and Swift Parrots have been sighted on the land. 'Threatened species' policy for Gang Gangs aims to protect 'Habitat critical to the survival of the Gang-gang Cockatoo, which includes all foraging habitat during both the breeding and non-breeding season'.



21. As per main aim of **Victoria's Biodiversity Strategy 2037** to get local people to help care for the state's biodiversity, the [REDACTED] plus a number of neighbours have indicated willingness to help rehabilitate the land.
22. A few additional, very relevant policy statements concerning the two **existential crises of biodiversity loss and climate change**, help justify the public land acquisition:

- **Nillumbik Biodiversity Strategy 2023, strategy C.** *Encourage development that implements green infrastructure and nature-based solutions which will assist in mitigating or adapting to the impacts of climate change.*
- Conservation is the most important strategy to improve biodiversity outcomes [2020 WWF Living Planet Report]
- Stopping land clearing and habitat degradation are the single most important acts for addressing slowing biodiversity loss while delivering huge gains in CO2 sequestration.

### Conclusion

23. A second Draft Framework should be prepared for public exhibition, that:

- Is transparent
- Addresses all aspects raised in para 2 above; including a recommendation to fairly and objectively evaluate [REDACTED] [REDACTED] proposal.
- Outlines timelines and actions regarding residents' initial feedback and issues and concerns that pertain Council's own jurisdiction, and that can be actioned independent from the DTP or Vic Track initiatives (eg. Wilson's Rd; around the Primary School; footbridge across Watery Gully Creek on Peppers Paddock)
- Undertakes a Council advocacy commitment to other responsible authorities regarding, eg.
  - Reducing speed limits along the arterial roads
  - Fixing potholes on arterial roads
  - Fixing dangerous track and chronic weed problems along, and rejuvenation of Watery Gully Creek, especially between Valley and Lorimer Roads
  - Rehabilitation of road reserve and embankment along WG-KG Rd (especially the south side between Reynolds & HB-KL Rd)
  - Rehabilitation of neglected and degraded VicTrack land (especially the four gullies or depression areas) between the railway line and Heidelberg-Kinglake Rd, between Kamarooka Drive and Wilson Rd, which helps to define the township's entrance [refer [REDACTED] submission]
  - Laying underground overhead electricity transmission lines along Old Hurstbridge Road on Peppers Paddock [refer [REDACTED] submission]
- A major (federal and state government) employment initiative demonstrating efficient and effective land rehabilitation, and to help rejuvenate the degraded natural environment in central Wattle Glen as well as the proposed New Open Space.

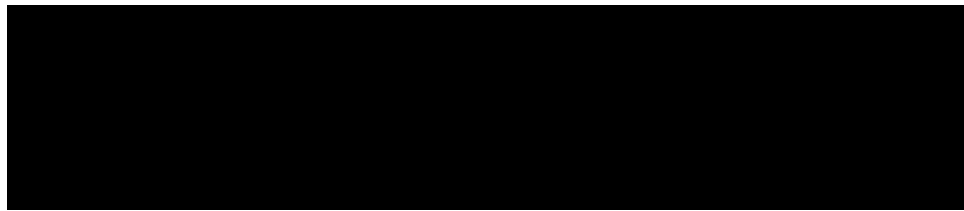
24. Above is presented a strong case deserving of professional and independent assessment of the [REDACTED] [REDACTED] proposal.


Firstly, simply saying "we've got no money" should not stop Council from planning for the future; and refusing to evaluate potentially important community and sound investment proposals, does not serve the community.

Secondly, Council Officers are supposed to provide independent and expert opinion, and to affirm principles, and regardless of politics, should be able to make professional recommendations without fear or favour.

Please support vision, and consider making a recommendation for the objective and independent evaluation of [REDACTED] proposal, and for urgent review of Council's outdated Open Space Strategy.

THE [REDACTED] RECOGNIZE THE WURUNDJERI PEOPLE AS THE TRADITIONAL CUSTODIANS OF THE LAND



<div style="text-align: center;">    <b>SUBMISSION, 27 July 2022</b> </div>		
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THE  RECOGNIZES THE WURUNDJERI PEOPLE AS THE TRADITIONAL CUSTODIANS OF THE LAND



This submission outlines the [REDACTED] proposal and request for its in-house appraisal.

It aims to demonstrate our proposal has very strong strategic justifications and backed by a raft of policy, and merits further investigation, development and funding commitments.

- Part ONE, containing Section I, lays out the proposal's justifications and its many potential benefits.
- PART TWO containing Sections II, III and IV, lays out strategic values and potential benefits in the 'social, environmental and economic' context and against the backdrop of existing policy or social, environmental or economic trends; and demonstrates the proposal is strongly underpinned by policy<sup>1</sup>.

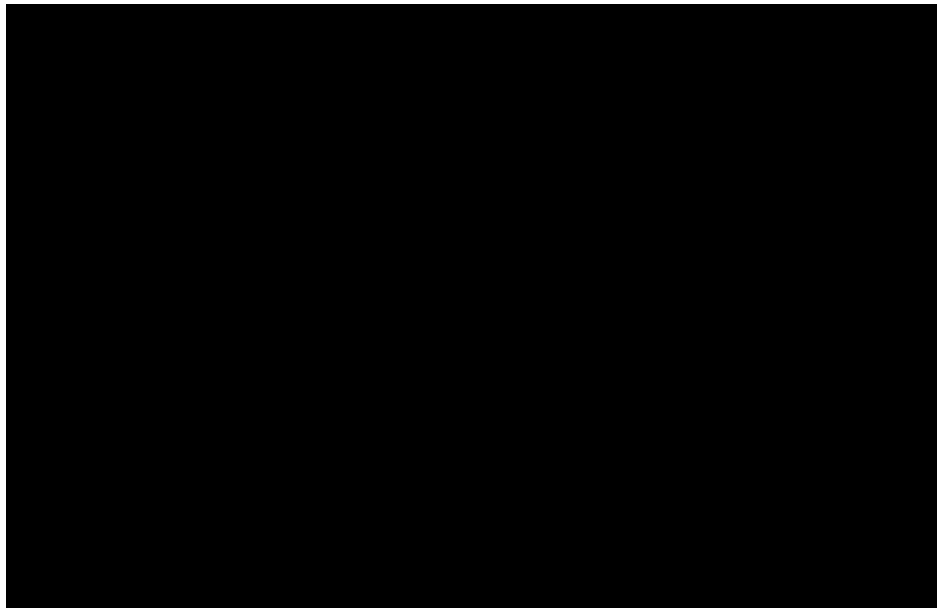
## I. OUTLINE OF THE [REDACTED] PROPOSAL & ITS STRATEGIC JUSTIFICATIONS

### THE [REDACTED] PROPOSAL

1. Rather than it being sold for private development and becoming more marginalised, the rural land at [REDACTED] Mannish Road, Wattle Glen becomes a public acquisition to be used as a Nature Reserve with low-impact land uses.



2. The proposal only pertains to the Rural Conservation Zoned-land (blue-outlined on the below VicPlan Planning Property Map; approx. 11 ha in size)<sup>2</sup>— not the adjacent residential land, which is for sale by the same owner:



**HAS THE PROPOSAL GOT MERIT? DOES IT WARRANT FURTHER INVESTIGATION?**

3. In the first instance, we ask:
- for informed decision making with an unprejudiced, open mind
  - to have our proposal independently and objectively assessed<sup>3</sup> including of the long term costs and benefits (social, environmental, economic)<sup>4</sup> by Council Officers, *as soon as possible and in liaison with the community*, to determine:

***Has the proposal got merit? Does it warrant further investigation?***

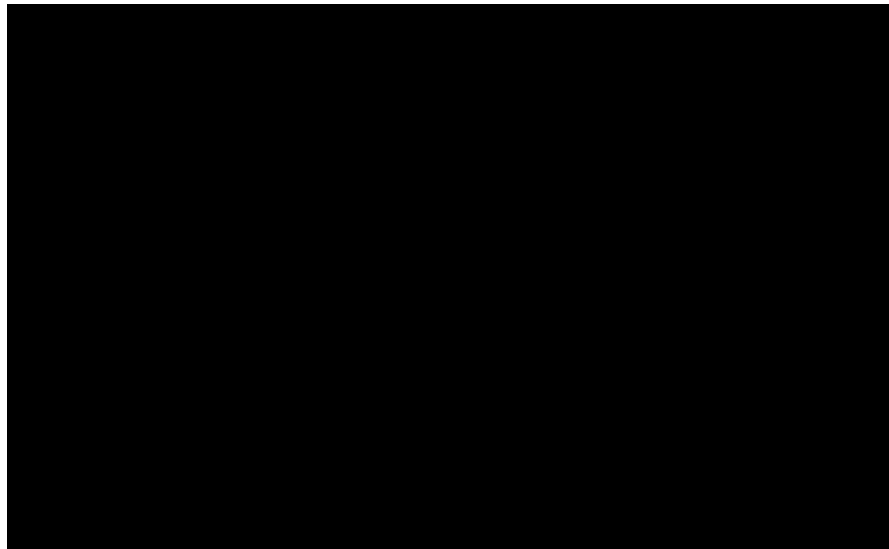
and to evaluate *the alternative actions of:*

- i. ***Doing nothing, and wiping out wildlife habitat, and allowing the private development of 5 or 6 undersized lots with Bushfire Management Overlays [BMO] impacts***  
*or*
  - ii. ***Acquiring the land for nature and community use, and creating a fantastic and enduring community asset and opportunities.***
4. We believe the benefits will far outweigh the costs; that future generations will be thankful.
5. There is urgency to our request. The land has periodically been offered for sale in recent times; Council needs to be ready to be in the best possible negotiating position when it next comes on the market.

**STRATEGIC VALUES**

6. The land at ■■■ Mannish Road and Green Wedge land is incredibly strategic; and it can offer many things. It:

- i. Is strategically located: near the centre of our township; near public transport, community facilities, two waterways; along the Urban Growth Boundary, connecting the larger Green Wedge to its north-east with the Watery Gully Creek bio link and to the popular Peppers Paddock open space to its south.
- ii. Can be seen from important vantage points; and helps define Wattle Glen's semi-rural township character and "Gateway to the Green Wedge" identity.
- iii. Possesses great landscape and water catchment values.



- iv. Supports significant remnant vegetation and biodiversity, which is bouncing back.
- v. Has great potential:
  - a. To provide strategic connectivity and integration (for people, public transport and facilities, and environmental).
    - o To improve connectivity within our township, between residential areas and public transport, open space, shop, school, sport facilities, trails.
    - o To provide a strategic 'regional' recreational trail link, connecting the Diamond Creek Regional Trail to the Green Wedge Regional Trail, and complete a continuous trail from Melbourne CBD to Kinglake Ranges. (Refer map showing trails at footnote 1, p.15).
    - o To strengthen wildlife habitat and strategic habitat links, biodiversity, the Green Wedge (re-enforcing it at a strategic location along the Urban Growth Boundary), landscape and water catchment values.

- b. To revitalise the local natural environment and water catchment; and to restore and transform the landscape into a haven for wildlife and for community enjoyment.
  - c. To strengthen Wattle Glen's identity and sense of place, and as a Gateway to the Green Wedge and trails.
  - d. To provide recreation opportunities for local residents and visitors; and stimulus to tourism and the local economy.
    - o To extend the popular Peppers Paddock public open space and Nillumbik's trails network for walkers and bike and horse riders - much like Council's owned Panton Hill Bushland Reserves, which were created purely for environmental protection, and now includes limited horse trails.
    - o To locally expand the trails circuit on the land, away from noise and speed of the two major arterial roads, and to provide safer and alternate routes, terrain, experiences of nature, scenic landscape and views.
    - o To provide other recreation opportunities<sup>5</sup>.
  - e. To improve people's health and well being.
  - f. For efficient environmental repair and action on climate change - nature conservation (ie. using the land as a nature reserve) simultaneously being an effective way to store carbon and to preserve biodiversity.
  - g. For community involvement and education, and to provide opportunities for partnerships<sup>6</sup>.
  - h. For Council to demonstrate leadership<sup>7</sup> and community support, and to leave a legacy.
7. The land is important to Wattle Glen, to Nillumbik, to future generations - so much so, it should be publicly owned.
8. Doing nothing will mean lost opportunities - for the environment, for community building, for creative enterprise. The alternative for this land is not nice; and carries incredibly high costs if residentially developed with most of the natural environment getting wiped out.

## INVESTMENT

### 9. Councillors say: "*We've got no money*"

Does that mean Council has given up on planning for the future, or considering future projects and future generations? That it can afford to dismiss without due consideration a proposal with potentially many positives and benefits? That it has no capacity to consider new ideas, even when they are consistent with the overwhelming values of the residents; that it can only think in the short term?

### 10. This proposal so far has been plagued by misinformation.

- i. The '\$8-10M price tag' scaremongering. The 2022 asking price of \$8M includes all RCZ land + 4 residential lots, which is unrealistic - over two years, no one has bought it.
  - The [REDACTED] is only interested in RCZ land.
  - The land is environmentally degraded in some parts. Whoever the new owner is, they would have to undertake a lot of repair work. Council harnessing the volunteer community is in the best position to do this effectively.
  - If Council owned, we are in the better position to leverage government and non-government investment in biodiversity.
  - Let officers assess a reasonable price (Council Evaluations & Rates Dept)
- ii. Cost of on-going maintenance of the land.
  - BIG DIFFERENCE:
    - [REDACTED] Mannish maintenance would aim to improve biodiversity and bushfire aware targeted management, and include community; and as the land improves, the cost of maintaining reduces (unlike many other ageing assets).
  - The [REDACTED] [REDACTED] [REDACTED] Peppers Paddock [REDACTED] and a number of locals have volunteered to help care for this new open space.
  - Upon acquiring the land, many of its benefits can be enjoyed immediately.
  - If need be and temporarily, minimal maintenance could be carried out - as done most years by current and previous owners - all they do maintenance-wise, is one day of mowing<sup>8</sup> - that's it.
- iii. Only highlighting the zone's '8ha minimum subdivision size' ignores the number of under-sized lots and the impacts of BMO requirements.

11. All big projects cost a lot to build and maintain (swimming pools, libraries, footy grounds, playgrounds, roads, etc).

Land reclamation and rehabilitation costs a lot, but it is a legitimate and necessary investment. Any other investment consideration, say a community request for a sporting facility, does not appear to be subject to the same level of scrutiny regarding costs.

Although the natural environment provides enormous benefits to society, unfortunately historically it has been undervalued, is not properly accounted for in the economy, attracts relative little funding, thus environmental problems continue to worsen; and environmental report after environmental report sounding alarm bells go unheeded<sup>9</sup>.

We need to start [making this type of (strategic land acquisition) decisions] somewhere. With our population being relatively affluent and our Green Wedge and conservation (strategic) responsibility, Nillumbik is the obvious place to lead. If not now in Nillumbik, when and where else?

#### VISION; LEADERSHIP

12. We need Vision; Leadership; Community Support; and
- Help to trail blaze a new-ground initiative.
  - To look to the future, be mindful of future generations and intergenerational equity; carefully consider investment opportunities.
  - A serious commitment to environmental repair and sustainability; best-practice land management; long term jobs.<sup>10</sup>

We call it having a vision - centred around the environment and health and well being<sup>11</sup>. Councillors used the right words when voting on Climate Change, but it must be backed up with actions.

13. The [REDACTED] we have fought long and hard to protect the environment and character of Nillumbik. [REDACTED]  
[REDACTED]; [REDACTED]  
[REDACTED] In relation to our current [REDACTED] proposal, the [REDACTED] has undertaken a lot of community consultation and education [Please visit our Facebook page: [REDACTED] We deserve support, and that our proposal be objectively evaluated.

## II. SOCIAL

- *Wattle Glen's Identity and Sense of Place : The Natural Environment, Wildlife and Trails*
- *Health and Well Being*

### WATTLE GLEN: A GATEWAY TO TRAILS AND THE GREEN WEDGE

1. Wattle Glen straddles the Urban Growth Boundary; and for decades the [REDACTED] [REDACTED] has been promoting Wattle Glen as a "Gateway to the Green Wedge".
2. Consultation to Council's "**Wattle Glen Public Realm Project**" currently underway yet again showed Wattle Glen residents, like people everywhere, love the environment, and want to enhance it.

It also identified that Wattle Glen is lacking 'definition of place', that more is needed; that township character should be enhanced by promoting Wattle Glen's natural environment and wildlife, and by Wattle Glen as a gateway to trails; by improving the connectivity of the township, and by providing areas for recreation and social engagement, open spaces. Participants were also acutely aware of the risk climate change poses to their community<sup>12</sup>.

3. **Nillumbik Open Space Strategy 2005**<sup>13</sup>:

*"At the local level, open space provides a sense of place and can play a major role in improving the general ambience of residential and commercial areas."*

4. **Health and Well Being**

Exercise, fresh air, open space, connection to nature and community are essential for our well being. However, with the infiltration of eg. electronics and social media into our lives, sedentary and unhealthy lifestyles are on the rise.

- ***Obesity to eclipse smoking as biggest cause of cancer in UK women by 2043***

Experts want action to tackle 'huge public health threat' after new projections.

Obesity is on track to overtake smoking as the single biggest cause of preventable cancer in British women within 25 years, according to a 2018 Cancer Research UK report.

Excess weight currently causes 7.5% of cases of cancer in women.<sup>14</sup>

- Covid has shown us that trails and open space can be life savers.

5. **Domestic Animal Management Plan 2021-2025:**

For many people dog ownership contributes to their mental and physical health; and dog ownership is high in Nillumbik.

Council currently requires<sup>15</sup> dogs to be on-leash in all public places, other than in designated areas where dogs are allowed off leash. Kangaroo Ground, Hurstbridge, Diamond Creek, Eltham all have designated off-leash dog areas, but Wattle Glen does not.

The ■ Mannish Road land lends itself to a fantastic fenced, off-leash area, including car-parking – a much better location than the Wattle Glen Memorial Reserve sporting oval, where Council seems to be allowing 'off leash'.

6. Currently, **three major State Government infrastructure projects** (auspiced by the "Level Crossing Removal Project" [LXRP]) are underway in Wattle Glen, namely:
- Train line duplication between Diamond Creek and Wattle Glen
  - New rail commuter car parking at the Wattle Glen roundabout
  - New 'Rapid Earth Fault Current Limiter' [REFCL] at the Main Hurstbridge-Wilson Rd corner

All these works<sup>16</sup> have a huge footprint, are occupying a staggering amount of space (estimated 20,270m<sup>2</sup>), and come with enormous environmental devastation and impacts on our small community.

- Our township, our identity, our sense of place are becoming increasingly fragmented and alienated.
- **VicTrack, VicRoads and the State Government** should take responsibility, compensate for the damage, and help revitalise, and buy new open space for, the Wattle Glen community.

### III. ENVIRONMENT - BIODIVERSITY - CLIMATE CHANGE ACTION

- Sustainability
- Partnerships
- Local Solutions

1. According most indicators, our environment continues to decline. Whatever we're doing is not enough; we need to step up and lead. The Green Wedge needs strengthening, not further fragmentation.





2. **Plan Melbourne** (Directions 1.4, 4.5, 4.6) provides strong strategic justification for protecting [REDACTED] Mannish Road:
  - being strategically important to the metropolitan area, for the environment, biodiversity, landscape<sup>17</sup>, open space, water, recreation, tourism; and
  - for supporting existing and potential biodiversity assets and water catchment values, tourism and recreational resource (strategic economic resources);
  - to avoid 'undermining the long-term natural or non-urban uses of the land ... and ensure they are protected and enhanced for ongoing use by present and future generations'.
3. The [REDACTED] proposal perfectly fits the two goals of "**Victoria Biodiversity 2037**"<sup>18</sup>:
  1. **Victorians value nature**
  2. **Victoria's natural environment is healthy.**

Among the Plan's priorities are:

- Educate people about the land; and activate local involvement, so that conservation actions will be more strategic, deliver better value for money and be underpinned by the best available science. This will ensure our efforts deliver the most benefit for the most species.
- Delivering excellence in management of land and waters; cost-effective results.
- Linking our society and economy to the environment
  - Embed consideration of natural capital into decision making across the whole of government, and support industries to do the same.
  - Help to create more liveable and climate-adapted communities.
  - Better care for and showcase Victoria's environmental assets as world-class natural and cultural tourism attractions.
- Leverage non-government investment in biodiversity.<sup>19</sup>
- Encouraging participation in biodiversity response planning (community groups, traditional owners - to increase Aboriginal participation in biodiversity management)
- Adopt a collaborative biodiversity response planning approach to drive accountability and measurable improvement.

4. ***Nillumbik Open Space Strategy 2005*** specifies five guiding principles support the open space vision and guide decision making in relation to public open space. The [REDACTED] proposal especially embodies:

- **Sustainability**  
Protect areas of significant environmental value including remnant vegetation, habitat, waterways, cultural heritage and areas of landscape significance.
- **Partnerships**  
Work in partnership with government agencies and the local community in planning and management of open space, trails, and recreation facilities.

5. The [REDACTED] initiative is driven by community and environmental volunteers, and aims: to stop the decline of our native plants and animals (biodiversity) and better manage our land and water; to increase people's daily connections with nature, to promote people's appreciation of our natural environment, to raise people's awareness about the importance of our natural environment, to encourage people's active involvement to help care for it, and to act to protect biodiversity. ....

A number of local residents have indicated wanting to help restore the land; and the [REDACTED] have made a similar commitment.

6. ***"Nillumbik's Draft Budget 2022-2023 - at a glance"*** highlights:

*"Council has acknowledged the multiple threats facing all communities and ecosystems as a result of climate change and has committed to a climate emergency response as part of the Council Plan. Priority actions, specifically implementing the Climate Action Plan and reviewing the Biodiversity Strategy and the Urban Tree Canopy, have been included in the 2022-2023 budget. ....".*<sup>20</sup>

7. The latest ***United Nations' Intergovernmental Panel on Climate Change Report*** titled *"Climate change: a threat to human wellbeing and health of the planet. Taking action now can secure our future"* emphasises 'health and well being', and *"... recognizes the interdependence of climate, biodiversity and people and integrates natural, social and economic sciences more strongly ... [that] climate change is a global challenge that requires local solutions."*
8. In their **International Journal, mental health nurses** similarly recognise the interdependence of planetary and human health, and are agitating for urgent action: *"Human exceptionalism allows us to see ourselves as separate and independent from nature and therefore able to exploit the biosphere for our own purposes. ... The global health community is sounding the alarm over the urgent threat of global environmental change to the health of humanity. There is an urgent need to recognize, anticipate, and address these impacts."*<sup>21</sup>

9. The land has been unused and vacant since 1950s. Despite abuse, neglect and being degraded in some areas, -----  
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-----REDACTED-----  
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With the land in public ownership, best possible opportunities can be provided: for transformation, to involve local people, and to deliver excellent land, habitat and water management (especially in the face of climate change - by strengthening habitats and connectivity and giving it greater ability to adapt to climate change), most cost-effective results, the greatest benefits to most species, effective action on climate change, and a high quality natural tourism attraction.

#### IV. *ECONOMIC - TRAILS and ECO-TOURISM*

- *'Nillumbik: The Trails' Mecca of metro Melbourne'*

1. ***Nillumbik Economic Development Strategy*** and ***Tourism Plan*** emphasise that in order to attract visitors to the shire, attractions and destination points need to be developed.
2. Our beautiful natural environment and landscapes are what differentiate us, plus being connected to the metropolitan rail network, give us a competitive advantage.

Providing multi-use trails is what Nillumbik can be good at - it could be Nillumbik's 'niche' or 'meal ticket'. Nillumbik could become: The Trails' Mecca of metro Melbourne.

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-----REDACTED-----  
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3. ***Nillumbik Open Space Strategy 2005***<sup>22</sup>

Wattle Glen has 'regional' and 'district' features (Diamond Creek-Hurstbridge and Green Wedge Regional Trails, Pretty Hill Horse Trail, Peppers Paddock, Wattle Glen War Memorial Park, Watery Gully Creek Reserve, Ellis Cottage).

Wattle Glen has good public transport connections; and a viable "General Store" Cafe.

*"The Open Space Strategy provides actions for improving the regional and district nodes including development of .... nodes .... at the Wattle Glen War Memorial*

*Park."* It also recognises the *"excellent opportunities to encourage combining bicycling with the train network which stops at Wattle Glen and Hurstbridge."*

Helping to strengthen Wattle Glen's preferred identity, and strategically located near a railway station and a number of trails (including 'on-road') converging in Wattle Glen, a nature reserve at ■ Mannish Road<sup>23</sup> could potentially:

- become an important 'environment/biodiversity - recreational trails - tourism - public transport' node;
  - *"provide an ideal setting for establishing a diversity of recreational and tourist opportunities that protect the natural environment, cultural heritage and landscapes";*
  - provide extended recreation opportunities, strategic trail linkages and integrated trail network (including with Peppers Paddock open space, other local facilities, and public transport access);
4. Health, fitness and cycling are forecast as major growth industries in the affluent parts of the world.<sup>24</sup>
- 'The pandemic has caused a **spark in bicycle purchases and has acted as a political catalyst for cycling investments...** all across Europe continent experiencing an unprecedented cycling wave ... with a near 50% annual increase in bike sales expected'.<sup>25</sup>

- ***Cycling contributes billions to Australian economy***



Lifestyle factors stemming from the Covid-19 pandemic are fuelling a cycling boom in Australia. Cycling levels around the country increased by up to 69% compared to pre-COVID, according to a Bicycling Australia report earlier this year.

The **Australian Cycling Economy 2021 report** prepared by WeRide Australia, shows cycling's significant economic contribution to the Victorian economy (spending on cycling-related purchases increased 43% in 2020).

RACV General Manager Mobility: *"The RACV encourages cycling for Victorians of all riding abilities .... [and ... helps] cyclists find safer bike routes."*<sup>26</sup>

5. Develop bird-watching opportunities on ■ Mannish.

A report released in April by *BirdLife Australia* reveals the economic impact of bird-watching tourism, with domestic birding trips contributing an estimated \$283m to the Australian economy annually, ....<sup>27</sup>

## V. CONCLUSION

In order to make informed decisions, *the benefits and 'costs of lost opportunities'* as well as the costs to buy and maintain the land need to be considered.

In these times of ever-increasing inequality, social divides and environmental unsustainability, we desperately need vision, leadership, collaborative approaches, and 'smart' and effective local solutions to turn these destructive trends around. This [REDACTED] proposal would show Council and Councillors are leaders and serious about reversing these trends.

This [REDACTED] proposal:

- Is 'grass-roots', 'land mark' and well-considered, underpinned by strong strategic justifications and policy
- Has many positive spin offs for all of Nillumbik and beyond
- Epitomises what Nillumbik is about: conservation, Green Wedge and biodiversity protection, health and well being, trails and building connected communities, eco-tourism, employment
- Will not be all funded by Council  
Should readily attract government grants

The [REDACTED] has a long track record of contributing to Nillumbik life. We deserve support, and for our proposal to be objectively appraised.

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<sup>1</sup> (Nillumbik/state/international).

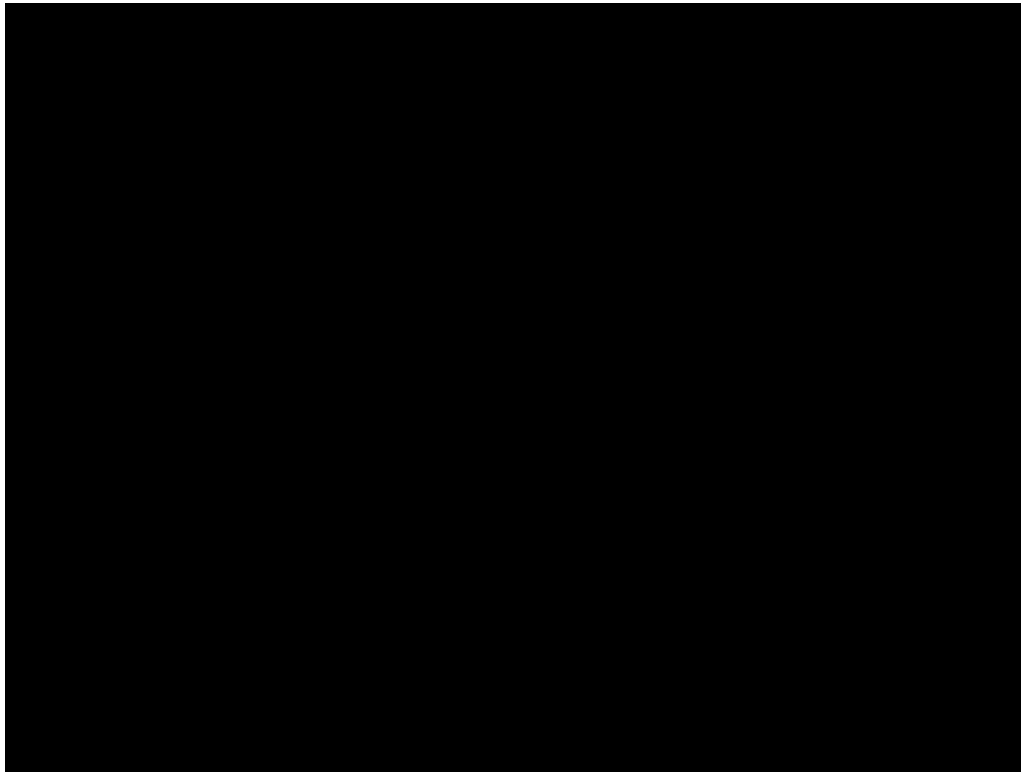
Council strategies on Biodiversity, Environment, Water, Climate Change, Recreation & Leisure, Municipal Planning; Domestic Animals Management Plan, Economic & Tourism Strategy; Open Space Strategy 2005; Health & Well Being Plan; Council's 2022-23 Budget and its website's 'at a glance' blurb.

The four themes and strategic objectives of the 2021-25 Council Plan: health & well being; environment/biodiversity, and climate change action; inclusion; equitable access; social connection; connectivity; strengthen identity and character; sustainable and resilient community; strong leadership.

Various State of the Environment Reports; Plan Melbourne (Directions 1.4, 4.5, 4.6); Victoria Biodiversity 2037; latest United Nations' Intergovernmental Panel on Climate Change Report; etc, etc.

<sup>2</sup> Various 'land holding' configurations could be possible. The blue-outlined configuration shown on the Vicplan Planning Property Map is preferred as it allows maximum benefit and integration with local facilities; eg. "Peppers Paddock" public open space to the south; the WG War Memorial Park and the Sporting Complex; public transport (train, bus); and trails (to the west and south).

However, comparative cost and benefit appraisal of alternative options such as the reduced holding shown in light blue colour below could be considered:



The above map shows: the [redacted] property in the light blue area, Peppers Paddock, the Diamond Creek, the Watery Gully Creek, the Watery Gully Creek Natural Features Reserve, the Diamond Creek Regional Trail. The Green Wedge Trail runs along the Watery Gully Creek and then goes up Watery Gully Road to Kinglake. The purple-coloured line delineates a possible 'all users' trail (walkers, runners, and bike & horse riders) connecting the Green Wedge Trail via a proposed roundabout at the bottom of Mannish Road to the Diamond Creek Regional Trail. The lavender line delineates a possible 'water catchment' circuit and a track to the Lookout for walkers and runners. The brown line delineates an existing foot & bike path.

<sup>3</sup> A 'preliminary in-house appraisal'. Eg. \$5K to fund a full-time Strategic Planner for 2-3 weeks, to prepare a report against the backdrop of existing policies and the Council Plan, and in liaison with the local community and in-house expertise in recreation, environment, economics and tourism, and rates and property evaluations.

<sup>4</sup> Opportunity costs represent the potential benefits missed out on when choosing one alternative over another. Because opportunity costs are unseen by definition, they can be easily overlooked. Understanding the potential missed opportunities when choosing one investment over another allows for better decision making. To properly evaluate opportunity costs, the costs and benefits of every option available must be considered and weighed against the others.

<https://www.investopedia.com/terms/o/opportunitycost.asp>

[https://en.wikipedia.org/wiki/Opportunity\\_cost](https://en.wikipedia.org/wiki/Opportunity_cost)

**It should also cover eg. the value of social and environmental costs & benefits (eg. mental and physical health and the intrinsic value of biodiversity).**

Eg1. Biodiversity has been historically under-valued and is not accounted for in the economy, yet it provides enormous benefits to society.

Why is healthy biodiversity important?

- It is fundamental to the health, wellbeing and prosperity of current and future generations.
- It reduces the impacts of climate change.
- It is important to Victorians' identity.
- It is vital to Victoria's tourism – our parks alone bring in \$1.4 billion each year.
- It is fundamental to the cultural practices of Aboriginal Victorians.
- It has intrinsic value and a right to exist, regardless of human considerations.

[https://www.environment.vic.gov.au/\\_\\_data/assets/pdf\\_file/0018/51255/Biodiversity-2037-Summary.pdf](https://www.environment.vic.gov.au/__data/assets/pdf_file/0018/51255/Biodiversity-2037-Summary.pdf)

A comparative costs and benefits analysis needs to properly account for the environment's intrinsic values, and of its 'appreciating' value as land becomes environmentally rehabilitated, and as the general rate of development keeps increasing.

Eg2. The social cost and benefit analysis of a new (cycling) bridge in the Dutch city of Utrecht, found the value of the benefits were near double the building costs.





Eg3. As many policies (eg. Open Space Strategy; Economic Development Strategy; Tourism Plan) recognise the strategic value of locations near public transport, consider this value of the WG railway station in the two scenarios of:

- Doing nothing: we end up with probably 4 maybe 5 families and little additional use of the nearby PT; or of
- Council buying the land, and it becomes a visitors' attraction: PT use would be much greater.

<sup>5</sup> **The [REDACTED] identified 8 POTENTIAL USES FOR THE LAND**

1. Additional trails, including a missing 'regional' link, and a safer and more picturesque connection between the Diamond Creek Regional Trail and the Green Wedge Regional Trail.
2. A fenced off-leash dog park.
3. Family picnic spots including around the dams.
4. Low impact lookout/shelter/seats to view Melbourne CBD.
5. Bird and wildlife watching.
6. Environmental education and restoration, strengthening of wild life habitat and corridors, and potential for carbon offsets.
7. Historic interpretation (e.g., community gardens related to aboriginal heritage or the Mills Brothers' apple orchard that was historically on this land).

<sup>6</sup> many governments and think tanks recognise that taking serious action to stop the decline of our biodiversity, requires collaborative approaches with the local community.

Eg1. In its "**Protecting Victoria's Environment – Biodiversity 2037**" Strategy, and in relation to its vision, two goals (that "*Victoria's biodiversity is healthy, valued and actively cared for*") and related targets, the Victorian Government recognises that it needs "*the people of Victoria to commit to helping us protect the future health and conservation of our biodiversity*", and aims to grow the number of Victorians connecting with nature and acting to protect or enhance biodiversity, and to develop a collaborative Monitoring, Evaluation and Reporting Framework to track the progress of achieving the Plan's goals and targets, so that conservation actions will be more strategic. [especially refer chapters 4, 5, 7, 8;

[https://www.environment.vic.gov.au/\\_\\_data/assets/pdf\\_file/0018/51255/Biodiversity-2037-Summary.pdf](https://www.environment.vic.gov.au/__data/assets/pdf_file/0018/51255/Biodiversity-2037-Summary.pdf)].

Eg2. **Nilumbik Open Space Strategy 2005** identifies 'partnerships with the local community in the planning and management of open space, trails, and recreation facilities' as one of five principles guiding decision making in relation to public open space.

<sup>7</sup> "Strong leadership" is a strategic objective of the 2021-25 Council Plan.

<sup>8</sup> and spreading weeds

<sup>9</sup> Federal environment and water minister, Tanya Plibersek says a "damning" national environmental report card tells an "[alarming story](#)" of [environmental decline](#), native species extinction and cultural heritage loss. She announced the state of the environment report – a five-yearly scientific assessment – will be released on 19Jul22.

<sup>10</sup> Besides the massive economic stimulus provided as part of the Covid recovery, governments need to also give priority (stimulus) and a long term commitment and funding to repairing and revitalising our natural environment - while simultaneously taking action on climate change.

<sup>11</sup> including planetary health

<sup>12</sup>

- The two key aims of the "Wattle Glen Public Realm Project" [PRP] are 'to improve/strengthen connections and Wattle Glen's preferred identity':
  - *Improved connections and accessibility, particularly for pedestrians and cyclists, between key destinations. For example, between the train station and Pepper's Paddock.*
  - Enhancements to the public spaces which better reflect and promote the preferred character of Wattle Glen.
- "Key sentiments



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1. *Township identity and character*

- *Sense of community*

*Participants ... felt it needed something to act as a community centre, with a gateway to the new trail and township which would make it more friendly. Peppers Paddock, considered to be the 'heart of the community' along with the General Store ....., does this to some extent but more is needed". [sense of place, aspirations, connections].*

[Wattle Glen Public Realm Framework - 'Understanding Phase' Consultants Report 15Oct2021].

**13 Vision**

- Nillumbik will provide a diversity of open space with a range of high quality regional, district and neighbourhood parks linked by a network of trails.
- Nillumbik's open space network will be easily accessible and provide all residents and visitors with a range of passive and active recreational opportunities.
- Nillumbik will ensure that open space is developed and managed on a sustainable basis to meet the needs of the community and protect environmental values for present and future generations.

The open space vision will be supported by five guiding principles.

The guiding principles establish a framework for how decisions will be made in relation to public open space. They are as follows:

**Diversity**

Maintain and enhance the open space network to cater for the community's wider range of recreational and leisure activities.

**Quality**

Ensure the open space network is of high that caters for local residents and visitors to the shire.

**Access**

Ensure open space is equitably distributed across the shire and linked through a comprehensive network of trails.

**Sustainability**

Protect areas of significant environmental value including remnant vegetation, habitat, waterways, cultural heritage and areas of landscape significance.

**Partnerships**

Work in partnership with government agencies and the local community in planning and management of open space, trails, and recreation facilities.

[Nillumbik Open Space Strategy 2005]

**14**

- <https://www.theguardian.com/society/2018/sep/24/obesity-to-eclipse-smoking-as-biggest-cause-of-cancer-in-uk-women-by-2043>
- [https://www.theguardian.com/society/2022/may/19/more-than-42m-uk-adults-will-be-overweight-by-2040?utm\\_term=6285c0c41a9710ee965d8fa52b1ac7f0&utm\\_campaign=GuardianTodayUK&utm\\_source=esp&utm\\_medium=Email&CMP=GTUK\\_email](https://www.theguardian.com/society/2022/may/19/more-than-42m-uk-adults-will-be-overweight-by-2040?utm_term=6285c0c41a9710ee965d8fa52b1ac7f0&utm_campaign=GuardianTodayUK&utm_source=esp&utm_medium=Email&CMP=GTUK_email)

**15** under Section 26 of the Act.

**7.3 Our Plan**

**Actions in relation to the management of dogs.**

Review all Sec. 26 Order in Council in relation to off-leash areas and exclusion of dogs on ovals.

**Appendix: Off-leash Areas in Nillumbik**

Fergusons Paddock, Hurstbridge; Nillumbik Park, Diamond Creek; Diamond Creek Reserve, Diamond Creek; Plenty River Drive Reserve, Greensborough; Susan Street, Eltham; Falkiner Street Park, Eltham (Barrack Bushland); Eltham Lower Park, Eltham; Griffith Park, Eltham; Woodridge Linear Park, Eltham; Eltham East Linear Reserve; north of Diosma Road, Eltham ; Gumtree Reserve, Research; Former Eltham Tip, Kangaroo Ground.

<sup>16</sup> stretching from the [REDACTED] property (south of the Diamond Creek Ambulance Station) to Wilson Road

<sup>17</sup> eg. protect significant local views

<sup>18</sup> Victoria's biodiversity continues to decline. This Plan presents a new direction for Victoria – to stop the decline of our biodiversity and ensure that our natural environment is healthy, valued and actively cared for.

....

The Victorian Government is leading this process, but ultimately we need the people of Victoria to commit to helping us protect the future health and conservation of our biodiversity.

It presents a long-term vision for Victoria's biodiversity supported by two overarching goals:

- Victorians value nature, and
- Victoria's natural environment is healthy.

[https://www.environment.vic.gov.au/\\_\\_data/assets/pdf\\_file/0018/51255/Biodiversity-2037-Summary.pdf](https://www.environment.vic.gov.au/__data/assets/pdf_file/0018/51255/Biodiversity-2037-Summary.pdf)

**VISION: VICTORIA'S BIODIVERSITY IS HEALTHY, VALUED AND ACTIVELY CARED FOR**

**GOAL: Victorians value nature**

**Targets**

By 2037:

- All Victorians connecting with nature.
- Five million Victorians acting to protect the natural environment.
- All Victorian Government organisations that manage environmental assets contribute to environmental-economic accounting.

**GOAL: Victoria's natural environment is healthy**

**Targets**

A net improvement in the outlook across all species by 2037, so that:

- No vulnerable or near-threatened species will have become endangered.
- All critically endangered and endangered species will have at least one option available for being conserved *ex situ* or re-established in the wild (where feasible under climate change) should they need it.
- We achieve a net gain of the overall extent and condition of habitats across terrestrial, waterway and marine environments.

How will the targets be achieved?

- The Victorian Government will work with communities to explore the best ways to increase the number of Victorians connecting with nature and acting to protect or enhance biodiversity.
- Conservation actions will be more strategic, deliver better value for money and be underpinned by the best available science. This will ensure our efforts deliver the most benefit for the most species.
- A collaborative Monitoring, Evaluation and Reporting Framework will be developed to track the progress of achieving the Plan's goals and targets.

How will the Plan be delivered?

- A four-year implementation plan will support the delivery of the Plan – setting out key actions to be led by Government, and focused on the priorities of the Plan.
- Through the Biodiversity Response Planning process we will work with all relevant partners and stakeholders across Victoria to identify and implement on-ground actions that will best contribute to the Plan's targets

For more information on the Biodiversity Plan visit: [environment.vic.gov.au/biodiversityplan](https://environment.vic.gov.au/biodiversityplan)

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**Priorities of the Plan:**

**Chapter 3: A fresh vision for Victoria's biodiversity in a time of climate change**

1. Deliver cost-effective results utilising decision support tools in biodiversity planning processes to help achieve and measure against the targets.
2. Increase the collection of targeted data for evidence-based decision making and make all data more accessible.

**Chapter 4: A healthy environment for healthy Victorians**

3. Raise the awareness of all Victorians about the importance of the state's natural environment.
4. Increase opportunities for all Victorians to have daily connections with nature.
5. Increase opportunities for all Victorians to act to protect biodiversity.

**Chapter 5: Linking our society and economy to the environment**

6. Embed consideration of natural capital into decision making across the whole of government, and support industries to do the same.
7. Help to create more liveable and climate-adapted communities.
8. Better care for and showcase Victoria's environmental assets as world-class natural and cultural tourism attractions.

**Chapter 6: Investing together to protect our environment**

9. Establish sustained funding for biodiversity.
10. Leverage non-government investment in biodiversity.
11. Increase incentives and explore market opportunities for private landholders to conserve biodiversity.

**Chapter 7: Biodiversity response planning**

12. Adopt a collaborative biodiversity response planning approach to drive accountability and measurable improvement.
13. Support and enable community groups, Traditional Owners, non-government organisations and sections of government to participate in biodiversity response planning.

**Chapter 8: Working with Traditional Owners and Aboriginal Victorians**

14. Engage with Traditional Owners and Aboriginal Victorians to include Aboriginal values and traditional ecological knowledge in biodiversity planning and management.
15. Support Aboriginal access to biodiversity for economic development.
16. Build capacity to increase Aboriginal participation in biodiversity management.

**Chapter 9: Better protection and management of our biodiversity**

17. Deliver excellence in management of all land and waters.
18. Maintain and enhance a world-class system of protected areas.

**Chapter 10: Government leadership in delivering the Plan**

19. Adopt a whole-of-government approach to implementing the Plan.
20. Establish a transparent evaluation process to report on progress towards delivering the Plan.

<sup>19</sup> ----- REDACTED -----  
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<https://www.racv.com.au/royalauto/transport/cycling/cycling-economic-impact.html>

<sup>20</sup> <https://participate.nillumbik.vic.gov.au/budget-2022>

<sup>21</sup> [International Journal of Mental Health Nursing, Special issue call for abstracts: Planetary health and mental health nursing]

[https://onlinelibrary.wiley.com/pb-assets/assets/14470349/INM\\_call%20for%20abstracts-1655352598.pdf](https://onlinelibrary.wiley.com/pb-assets/assets/14470349/INM_call%20for%20abstracts-1655352598.pdf)

<sup>22</sup> The open space network is made up of three fundamentals; reserves, nodes and trails. Reserves are considered to be a land accessible to the public for recreation activities. Nodes are popular

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destinations with special features such as the miniature railway at Eltham Lower Park or the Kangaroo Ground War Memorial Tower. Trails link the reserves and nodes together and provide access to open space outside the shire.

While the basic open space network is largely in tact, it is essential to look ahead and identify opportunities for enhancing the network to meet the demand of a growing and changing population as well as improving access for people with disabilities.

The Open Space Strategy provides actions for improving the regional and district nodes including development of a reserve at the Kangaroo Ground Waste Disposal site. Other opportunities include development of nodes at Fergusons Paddock and at the Wattle Glen War Memorial Park.

There are currently very few existing formal rural trails although the road network is widely used for walking, running, cycling and horse-riding particularly on the weekends. The rural open space system will benefit immensely by improving the regional trail network. Of particular note the decommissioned Maroondah Aqueduct is identified to be developed into a regional trail linking Research to Christmas Hill and beyond. Other short term initiatives include continuing a shared pathway from Diamond Creek to Hurstbridge, which will provide excellent opportunities to encourage combining bicycling with the train network which stops at Wattle Glen and Hurstbridge. Council will also continue to liaise with VicRoads to create dedicated bike-lanes along major roads such as Yan Yean, Kangaroo Ground-St. Andrews, Heidelberg-Kinglake and Eltham-Yarra Glen Roads.

If additional is considered for public open space it should be assessed against the Criteria for Acquisition of Public Open Space.

#### Implementation, Planning and Management

Council has a number of interrelated implementation mechanisms that are available in achieving the open space vision, objectives and actions identified in this Strategy. These include the following:

- Funding projects and improvements through council's capital works program;
- Seeking external funding for the development of open space and developing partnerships with state Government agencies and the local community;
- Mechanisms available through the planning scheme to acquire new open space and open space contributions from new developments;
- Appraisal of existing open space to meet Council's open space objectives;
- Acquisition of land to achieve identified open space needs; and
- Management and development of open space.

[Nillumbik Open Space Strategy 2005]

<sup>23</sup> offering interesting terrain, landscape, views, experiences, detour with local breakfast/coffee/cake/lunch opportunities.

<sup>24</sup> Dutch Cycling Embassy

<https://www.wellnesscreatives.com/fitness-industry-statistics-growth/>

<https://www.fitpro.com/blog/the-business-of-fitness>

<https://vfalearning.vic.edu.au/fitness-australia-current-industry-trends>

<https://www.statista.com/topics/1686/cycling>

<https://www.fortunebusinessinsights.com/bicycle-market-104524>

<https://www.cyclinguk.org/statistics>

<https://www.cairns.qld.gov.au/experience-cairns/sport-and-leisure/cycling-walking-fitness/cycle>

<https://www.theguardian.com/lifeandstyle/2021/jul/22/big-rise-in-uk-weekend-cycling-amid-calls-for-more-investment>

<sup>25</sup> <https://ecf.com/news-and-events/news/get-ready-cycling-boom-experts-predict-30-million-bicycle-sales-2030>.

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<sup>26</sup> <https://www.racv.com.au/royalauto/transport/cycling/cycling-economic-impact.html>

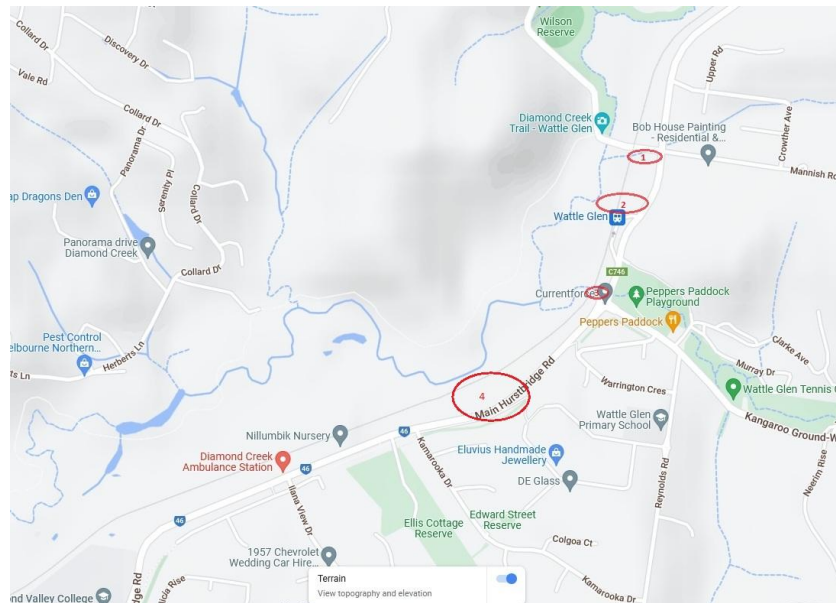
<sup>27</sup> [https://www.theguardian.com/lifeandstyle/2022/may/02/do-birders-make-good-tourists-in-the-90s-you-d-get-some-deeply-suspicious-looks?utm\\_term=626ef4bc19cd56db312cd7bc20ccd6ae&utm\\_campaign=MorningMailAUS&utm\\_source=esp&utm\\_medium=Email&CMP=morningmailau\\_email](https://www.theguardian.com/lifeandstyle/2022/may/02/do-birders-make-good-tourists-in-the-90s-you-d-get-some-deeply-suspicious-looks?utm_term=626ef4bc19cd56db312cd7bc20ccd6ae&utm_campaign=MorningMailAUS&utm_source=esp&utm_medium=Email&CMP=morningmailau_email)

NSC "Draft Wattle Glen Public Realm Framework" - Submission -  
[REDACTED] - Due date 18Jun24

1. [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]
2. The [REDACTED] agree with the [REDACTED] analysis of Council's Draft Wattle Glen Public Realm Framework; that more needs to be done to get actions happening on the ground - rather than waiting indefinitely; and regarding the need for greater transparency, so that the best possible 'concept design' planning can happen, and to avoid poor outcomes or wasted opportunities.
3. The [REDACTED] support the [REDACTED] proposal for [REDACTED] and that it needs to be properly evaluated. The [REDACTED] believe it will strengthen the wildlife corridor across the land that links the larger Green Wedge system to its northeast with the Watery Gully Creek bio-link to its south; that it will deliver valuable water catchment improvements for the two nearby waterways; and that the New Open Space, integrated with Peppers Paddock, will deliver fantastic opportunities for people and nature.
4. We also support the [REDACTED] [REDACTED] proposal, which seems the best way to start turning around the constant environmental degradation that's occurring all around us, and to create a safe as possible natural environment - for both people and wildlife.
5. If the New Open space were to be publicly acquired, the [REDACTED] will contribute to taking care and rejuvenating the land, and encourage other local people to become involved and to connect to nature.
6. The [REDACTED] would like to add the following issues for attention in relation to improving the Public Realm in Wattle Glen:
  - i Periodically, SP Ausnet undertakes rather brutal powerline clearances on Peppers Paddock, that really undermine the volunteer efforts that the [REDACTED] make, and damage a lot of wild life habitat in the process.  
  
Could Council please lobby Sp Ausnet to lay underground the power lines along Old Hurstbridge Road to stop the periodic environmental degradation inflicted by them?
  - ii Since the final completion of the 'Big Build' projects in Wattle Glen, the rail and road reserves have become much degraded, with many trees having been cleared (including to make way for accommodation portables for construction staff, permanent and temporary car parking, storage of machinery, materials and soil dumping) and inappropriate fencing and lighting being installed.

The VicTrack land, including four gully areas encircled in red on the below map, on the west side of Heidelberg-Kinglake Road and along the southern (Diamond Creek) entrance into our township appears destined to continue languishing in a degraded state. Despite the vast works having impacted on them, there seems no commitment to rehabilitate these gullies.

Notably, as observed at a site meeting on 26th April 2022 between members and representatives of Level Crossing removal Project in charge of the new railway car-parking project, gully no.2 was water-laden with ample frogs croaking.



Could Council lobby VicTrack to take proper responsibility for their land as described above? Environmental rehabilitation of this VicTrack land would also greatly improve the appearance of the north and south entrances into Wattle Glen township.

- iii The road reserves on both sides of Kangaroo-Ground-Wattle Glen Road also require proper environmental care; and they similarly form part of the Watery Gully Creek water catchment.
- iv As per our 2021 submission, we request that a footbridge across Watery Gully Creek with in-formal (eg Donnybrook pebbled) paths be constructed on Peppers Paddock. This will expand visitors' knowledge and enjoyment because of the easy access to the ephemeral wetlands constructed and planted out by [REDACTED]. The new wetlands are now frequented by numerous frog and bird species.
- v Especially during summer, a dangerous and chronic weed problem exists along Watery Gully Creek. Could Council please lobby the responsible authority to take much-needed actions?

7. Finally, regarding all above-mentioned issues and rehabilitation works, we urge that a 'green' rather than a 'grey' design approach be adopted (eg. incorporating swales, rain gardens, pervious surfaces; indigenous vegetation only); and it is worth noting that the above-mentioned 'long term employment' initiative [point 4] could best help to finally address all issues effectively.



## ROAD SAFETY ISSUES – WATTLE GLEN

May 2024

This paper highlights the lack of road safety responsibilities in Wattle Glen over the past twenty years - in particular, along Heidelberg – Kinglake Road (Main Road) between Kangaroo Ground Road and the Wilson Road rail level crossing, and access to walking/cycling trail.

### ROAD AND PEDESTRIAN ISSUES

The main road vehicular and pedestrian issues are as follows:

- 1) **Traffic Speed.** Currently Wattle Glen has a speed limit of 70kph, the highest main road residential speed in Nillumbik without a safe pedestrian crossing. (This has been lowered from 80kph in 2021/2022 as part of road speed reductions from Hurstbridge to Diamond Creek.)
- 2) **Increased Road Traffic Volume.** The continued housing development of the Plenty Valley has created a rat run for traffic to access the eastern suburbs. This route is Doreen to Wattle Glen, to Kangaroo Ground, to Warrandyte, to the southern and eastern suburbs. It follows Broadgully Road and Wilson Road to Wattle Glen, then, Wattle Glen- Kangaroo Ground, and Kangaroo Ground – Warrandyte Roads to Warrandyte. The only safe pedestrian crossings are school crossings in Wattle Glen and Kangaroo Ground over this 25km distance.
- 3) **Straight Road.** The part of the Main Road under discussion is encompassed by a section approximately 600 – 700 metres long, and considered straight enough to tail gate and pass others by drivers who think they have the competence to do so, by breaching the speed limits.
- 4) **Pedestrians crossing Heidelberg – Kinglake Road (Main Road).** The residential housing in this area is to the east of this main road, but the railway station, bus stop and the recently completed Diamond Creek to Hurstbridge walking/cycling trail are all on the western side. There is no safe place to cross this road. Try crossing this road in dark morning and evening peak traffic volumes!

- 5) **Pedestrian access from the main road to the walking/cycling trail.**
  - a) There is no footpath from main road to the Wilson Road rail level crossing.
  - b) There is no pedestrian crossing at the level crossing, and,
  - c) There is no footpath between the level crossing and the Wilson Road bridge over the Diamond Creek.
- 6) **Lighting - Road and Footpath** While not as high a priority, road lighting is poor at best along the main road, and none in Wilson Road. Outside of the railway station pedestrian lighting is non-existent in the main road or Wilson Road.

### **ROAD AND PEDESTRIAN SAFETY IMPROVEMENT OPTIONS**

- 1) Reduce the speed limit along the main road to 40 kph. Acceptable, but less preferable would be 50kph. This would simply require replacement of six 70kph signs (only signs, not poles) along the main road, and installation of 2 signs plus poles on Kangaroo Ground Road. I am happy to arrange this on your behalf, or even do it at my own cost.
- 2) **Roundabout at Main Road and Wilson/Mannish Roads intersection.** This is the ONLY unprotected crossroad between Heidelberg and Kinglake. A separate submission, from August 2021 for the Nillumbik Council 'Wattle Glen Realm Framework Project' is appended to this paper. This submission describes the situation of the crossroad, four road accident fatalities in this area, and more information on a possible roundabout.
- 3) **A northbound right hand turning lane from the main road into Mannish Road.** This was considered by Council in 2004, to no avail. It would serve all residents in Mannish Road, Ashworth and Crowther Avenues, and some in Lower Road, a total of around 100 dwellings.
- 4) **Footpaths.** Construct new and improved footpaths from the bus stop/railway station along the main road to at least Wilson Road. Construct a new footpath from the main road to the Wilson Road Diamond Creek walking/cycling trail.

- 5) **Pedestrian crossing at the Wilson Road Level crossing.** While a simple sounding improvement, this is one the most difficult. It will include at least VicTrack and Metro trains, but likely VicRoads and Nillumbik Council.

[Redacted]

## **APPENDIX**

### **Wattle Glen Public Realm Framework Project Submission**

**August 2021**

One of the key aims of this project is to plan for improved connections and accessibility, particularly for pedestrians and cyclists, between key destinations.

The following is my input from experience into a better and safer way of moving through the intersection of Heidelberg – Kinglake Road (referred to as Main Road throughout) and Mannish/Wilson Roads.

#### **CURRENT SITUATION**

This is the only unprotected cross road between Heidelberg and Kinglake, and traffic growth has been steady over 40 years, until recent years. In the last few years, there has been a huge increase in traffic using the route Broadgully Road, Wilson Road, Main Road and Kangaroo Ground Road as a short cut to the eastern suburbs.

The speed limit is currently 70kph from Diamond Creek until just past Wattle Glen when it rises to 80 kph.

As a result, there is no safe place to cross the road, and difficulty for turning traffic from Wilson and Mannish Roads into the speeding busy Main Road.

#### **FATALITIES**

Over the past 35 years, there have been 4 fatalities, as follows:

(Other than the first case, dates could be error, but the deaths occurred as described)

1. A car exiting right from Wilson Road was hit by a bus travelling north on Main Road on a weekday preschool time in 1997 (approx). The car driver died later in hospital.
2. A car exiting the current railway carpark was hit by a car travelling south on the Main Road. The driver of the car hit, a young woman died at the scene. This occurred on a clear Saturday morning late 80s
3. Unsure of when, but possibly 90s or 00s, 2 cars were racing south from Hurstbridge and one chose to enter the Kangaroo Ground roundabout on the incorrect side and ran head on into a north bound car. The speeding driver died.

4. Earlier, possibly the late 80s, a two car collision half way between Kamarooka Drive and the Kangaroo roundabout resulted in a fatality.

All of these deaths could have been prevented with a roundabout and/or a lower speed limit.

Near misses with pedestrians are frequent, due to speed, weather, and cars concentrating on turning, particularly for peak hour train travelers in the dark and wet of winter.

## **SOLUTION**

The solution to the current situation is three fold:

1. A small roundabout similar in size to the Main Road/Parker Road intersection in Hurstbridge. (Note: a larger roundabout would require extensive height build up and drainage works on the western side of Main Road).
2. A traffic island in the centre of Main Road to provide a refuge for pedestrians and cyclists. (Note that this could be combined with the roundabout).
3. Reduced speed to 50kph between this roundabout and the Kangaroo Road roundabout.

Finally, thank you for taking time to consider the above. I am happy to discuss it further with Project Team members, Councillors and Council staff on site or by phone.

[Redacted signature block]



Department of Energy, Environment  
and Climate Action

Ref: 5048



Nillumbik Shire Council  
32 Civic Drive  
GREENSBOROUGH VIC 3088

By email: [REDACTED]

Dear [REDACTED]

**WATTLE GLEN PUBLIC REALM FRAMEWORK**

Thank you for your correspondence received on 5 June 2024 seeking feedback on the Wattle Glen Public Realm Framework.

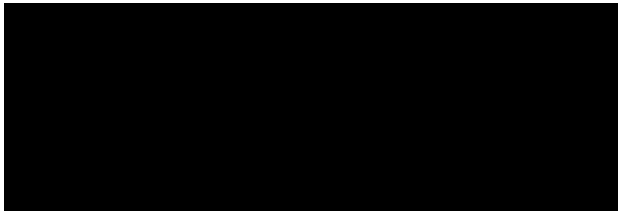
The Framework explores the opportunities to improve existing public spaces and enhance connectivity between these activity areas locally as well as within the metropolitan urban environment.

The Department of Energy, Environment and Climate Action has reviewed the Framework from the environment portfolio perspective. Consideration of the biodiversity values in these spaces will become an important consideration at site concept formulation and detailed design response stages.

DEECA environment portfolio looks forward to engaging with Nillumbik Shire Council on the projects that implement the Framework following its adoption at the site planning stage.

If you have any queries regarding this matter, [REDACTED]

Yours sincerely



17/06/2024

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to [foi.unit@delwp.vic.gov.au](mailto:foi.unit@delwp.vic.gov.au) or FOI Unit, Department of Energy, Environment and Climate Action, PO Box 500, East Melbourne, Victoria 8002.



OFFICIAL

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[REDACTED]  
Sent: Tuesday, 18 June 2024 11:58 PM

[REDACTED]  
Subject: Wattleglen realm ending tonight

Attention [REDACTED].we are supportive . Reserve our right expand on our submission and qualify it  
confidential submission [REDACTED] and others -computer issues

---

[REDACTED]

[REDACTED]

Subject: Correction to submission emailed at 11.58 pm On Tuesday the 18 th of June , to the wattle glen public realm framework Project

Attention [REDACTED]-acting manager planning , environment and Strategy. I Refer to my submission ,sent to you. at 11 . 58 pm on Tuesday the 18th June 2024 , in support of the Wattle Glen public Realm framework. Project . See corrections above to conform with our contact protocol! [REDACTED]

[REDACTED].  
, and on site consultation , prior to works site 3 , finalised and commencing,,and further inability to prevent/defer impacting works, proceeding ,on the road reserves adjoining. Their property at [REDACTED]  
In [REDACTED] , These works are at the [REDACTED]  
[REDACTED] ! Creek Known as Site 3 of the black spot safety work s. [REDACTED]  
[REDACTED]



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Participate Nillumbik

Complete the survey

May 29, 2024 - Jun 18, 2024

Project: Wattle Glen Public Realm Framework Project

Tool Type: Form

Activity ID: 494

Exported: Jun 19, 2024, 09:37 AM

Exported By: [REDACTED]

Response No:  
1

Contribution ID: 25834

Member ID:

Date Submitted: Jun 18, 2024, 11:58 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Regarding Initiative #1, to fully connect the Wattle Glen community to the Wattle Glen Train Station, the School and Wattle Glen facilities, the plan needs to be extended to at minimum Kamarooka Drive, which is in Wattle Glen and is also part of the Wattle Glen Primary School catchment zone.

- There is currently no safe way for residents at the Reynolds Rd end of Kamarooka Drive to walk, or for children to walk or ride, to connect with the current endpoint for initiative 1 at Wattle Glen Primary School.

- Currently despite being between 70 and 200m from Wattle Glen Primary School and Wattle Glen Community Locations (eg the Tennis Club, Scouts), the only options for residents are to (1) drive to their destination, or (2) walk or ride an extended way out of their intended route by travelling along Kamarooka Drive to Main Hurstbridge road and around.

Currently the Diamond Creek Trail is largely inaccessible to residents of Wattle Glen unless residents travel in to Diamond Creek to join the trail. This requires an additional entry/connection point on Main Road, on the Diamond Creek side before the Roundabout connecting Main Hurstbridge Road and Kangaroo Ground-Wattle Glen road.

While initiative 1 seeks to connect at Wilson road:

- this is out of the main Wattle Glen area particularly for residents at the top end of Reynolds Road and Kamarooka drive. This also requires residents to wish to leverage the trail to reach Wattle Glen community locations (eg Tennis Club, Scouts) to go out of the Wattle Glen central zone and come back in to the area.

- This also requires crossing of at least 3 points across main arterial roads, meaning that the useability and safety for children and teenagers is significantly reduced with just this connection point. An egress along Main road leveraging a single crossing point (perhaps as an overpass, for example) would increase safety and useability for families with young children and independent children and teenagers wishing to access the Trail.

Noting the increased traffic on Reynolds Road and increased enrollment at Wattle Glen PS, the strategy requires an additional school crossing point on Reynolds Road.

Noting the current design of Main Hurstbridge Rd for speed, the speed limit and road design needs to be altered to reduce the speed limit and ability to travel at speed approaching the roundabout on both sides.

Noting there are bus stops on both sides of the major arterial road, the solution for connectivity needs to consider and mitigate the safety risks of the community moving between bus connections at pace. As part of the long term strategy re-placement of bus stops in the area may be required; alternatively, connectivity might be supported with a community bus connection.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

How did you hear about this consultation?

Multi Choice

Letter

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[Complete the survey](#)



Response No:  
2

Contribution ID: 25833

Member ID:

Date Submitted: Jun 18, 2024, 09:38 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

The lack of specific detail, or any detail, about what the 'connections' and 'links' are going to be are very concerning. I will not support measures that are vague or have obscured intentions.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Rather than focus on an area that has amenities and reasonable infrastructure, focus on areas that need addressing; for instance the fact that Diamond Creek has significant bottle neck of traffic due to only have one major and direct thoroughfare, or considering the immense danger of the Civic Dr roundabout, with peak hour traffic and the viability of turning it into a traffic light intersection that will improve traffic flow.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
3

Contribution ID: 25829

Member ID:

Date Submitted: Jun 18, 2024, 07:06 PM

Q1

Multi Choice

**Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?**

Somewhat

Q2

Long Text

**If No or Somewhat, why?**

- Connecting the Wattle Glen community to Diamond Valley College and the Community Bank Stadium (community infrastructure not offered in Wattle Glen).  
- Improving the existing shared path connection from DCT through Diamond Valley College and the Community Bank Stadium to Main Hurstbridge Road to better connect Wattle Glen and Diamond Creek.  
- Connecting the DCT to Diamond Creek train station to better connect Wattle Glen to Diamond Creek.

Regarding the above connections, I believe these already exist, and whilst they may not be perfect, they appear representative of typical footpath connections and are adequate for most needs. I would support these as secondary initiatives acknowledging the opportunity for improved accessibility for all-abilities and improved shared use, but would prefer to see the remainder of the proposed items listed as the key initiatives in that there is currently no, or comparatively insufficient, connectivity. In light of funding uncertainties, I would prefer to see key initiatives as those that are absolutely essential for improved safety and connectivity (Wilson Rd, crossing the main rd to the train station North of the roundabout, connection of the DCT to GW trail, connection of Peppers Paddock to WGPs). 'Nice-to-have's' should be clearly separated from key initiatives to prevent a situation where existing footpaths are re-done yet funding prohibits all initiatives being completed and the crucial and unsafest missing links such as a Wilson Rd footpath are not completed. Missing links should somehow be identified as the clear priorities.

Q3

Multi Choice

**How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?**

4

Q4

Multi Choice

**How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?**

5

Q5

Long Text

**Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)**

Aside from safety and connectivity the other key pillar of the feedback from the previous consultation round was preserving Wattle Glen's small town, leafy character.

I believe it is important to ensure that key initiatives incorporate this pillar from the early stages through to design and implementation. I would like to see words to the effect of improved connections adhering to context-sensitive development, respecting and enhancing the township character and rural feel and ensuring treatments are not 'over-developed' or poorly located, such as the recent, largely unused, eyesore, rail carpark by VicTrack.

I hope that the Council will use the feedback from Wattle Glen residents who battle these connectivity challenges daily to advocate for the township's best interests and not allow DTP to bully parties with decision-making power into character-destroying overdevelopment or pseudo-priority items. I'm pleased that the Council is engaging with DTP to ensure that residents' active transport needs are met and that the importance of Wattle Glen's character is championed throughout a collaborative development process.

A further point, perhaps relevant or perhaps not, is that the current roundabout at H-K Rd/KG-WG Rd works exceptionally well in peak hour traffic in my opinion. As a dog-walker and a motorist, I feel it is safe for cars and facilitates efficient traffic flow, and the pedestrian islands make it easy to cross safely. I've never seen an accident or had trouble crossing in my eight years in Wattle Glen, and I'd be disappointed if this intersection was changed to something that reduced traffic and pedestrian flow. Whilst I understand this consultation is not for treatment ideas, I would like to suggest that the success of this setup at the main intersection could provide similar benefits for the Wilson Rd/Mannish Rd intersection.

Q6

Short Text

**First Name**

■■■

Q7

Short Text

**Last Name**

■■■

Q8

Email

Email

Q9

How did you hear about this consultation?

Multi Choice

Email

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[Complete the survey](#)



Response No:  
4

Contribution ID: 25827

Member ID:

Date Submitted: Jun 18, 2024, 05:27 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Not enough information has been provided by Council. These comments are too ambiguous to warrant a definitive response.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Urgency in not the issue. The matters addressed to council in the 2021 Draft have NOT been included in this document. The three year issues that need to be addressed have NOT been 'Championed' by our elected representative in the Bunjil ward.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Other:



Response No:  
5

Contribution ID: 25826

Member ID:

Date Submitted: Jun 18, 2024, 05:10 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

My family has been crossing Main Hurstbridge Road to access the Railway Station, [REDACTED], the volume of traffic has greatly increased recently. A safer way to cross that road is absolutely required. There is no safe access to the shared trail from anywhere on either side of Main Hurstbridge Road because there is no footpath, or room to move off the road, at the intersection with Wilson Road. Drivers aren't aware that there may be pedestrians just off the edge of the road, or even on it where the verge is muddy and rough. Given that there's no easy access to Peppers Paddock or to the cafe from the Diamond Creek Trail, it's ridiculous that there are signs on the trail pointing to food being available there. Turning right in a vehicle from the Railway Station or from Wilson Rd. is very dangerous and often you need to wait a long time for a break in traffic both ways. The sight lines are obscured by the bends in the road and vegetation. I think a roundabout at the intersection would make both of these right turns much safer - we could turn left from the station carpark and U-turn at the Mannish Rd. roundabout. It would also reduce the speed of vehicles between the two roundabouts, making it safer for pedestrians to cross. I'm not in favour of traffic lights.

Q6

Short Text

First Name

[REDACTED]

Q7

Short Text

Last Name

[REDACTED]

Q8

Email

Email

[REDACTED]

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
6

Contribution ID: 25824

Member ID:

Date Submitted: Jun 18, 2024, 04:15 PM

- Q1

Multi Choice

Do you support the draft framework’s key initiatives to improve Wattle Glen’s safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

What is needed desperately is a flashing light pedestrian crossing outside Wattle Glen Station. Again, we desperately need a footpath from the corner of Wilson Rd and Main Hurstbridge/Kinglake Rd to the rail crossing. Easily solve the Wattle Glen Train station exit problem by making it left turn only and put a roundabout at the intersection of Wilson Rd and Main Hurstbridge/Kinglake Rd.
- Q3

Multi Choice

How important are the draft framework’s key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework’s key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
7

Contribution ID: 25822

Member ID:

Date Submitted: Jun 18, 2024, 04:03 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

What we need is a flashing light pedestrian crossing (same as Hurstbridge) out side Wattle Glen station. We also need a footpath from Main Hurstbridge/Kinglake rd down Wilson Rd to the rail crossing. A simple solution to the Wattle Glen train station exit is to make it left turn only and put in a roundabout at Wilson Rd and Main Hurstbridge/Kinglake rd to allow traffic to head back into Wattle Glen or Diamond Creek.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
8

Contribution ID: 25818

Member ID:

Date Submitted: Jun 18, 2024, 01:02 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

The current framework lacks sufficient detail and does not expand on consequential repercussions of the key initiatives.

In addition, greater transparency and alternative options should be included to offset potential problems with the current plan. It would be great if the primary focus is the integrity and conservation of environmental principles inherent within the native flora and fauna within the Wattle Glen area; combining the need for residential input and collaboration with traffic safety protocols (a roundabout at the bottom of Mannish Road, Wilson Road and Heidelberg-Kinglake Road intersection). This input is not evident in the current draft and it would be advisable for a second draft to be prepared which addresses these issues and reflects residential input (and environmental consideration).

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The retention of Wattle Glen's rural character and protection of local flora and fauna is paramount - residents of Wattle Glen are opposed to development such as that which has occurred in Diamond Creek (increase in traffic due to the expanded sporting facilities). Wattle Glen residents wish to retain the original character of the area, and limit development to the expansion of local trails and the addition of a roundabout (only - no traffic lights) at the Mannish Road intersection to facilitate traffic exiting and entering Heidelberg-Kinglake Road from Mannish Road and Wilson Road (recreational users as well as through traffic from the Doreen/Mernda area). This represents a pivotal moment in history for a unique and precious part of The Green Wedge within the Nillumbik Shire - the key initiatives must reflect the interests of the local community as well as the protection/conservation of the local environment. Development must be conservative and change cognisant of the environmental impact on an area which is vital to the retention of The Green Wedge and the fight against climate change.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
9

Contribution ID: 25803

Member ID:

Date Submitted: Jun 18, 2024, 09:50 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked by Council to support something that lacks meaningful detail and transparency.

#### GOVERNANCE PROBLEMS

1. Although Council states 'Community engagement is a strong and central pillar of the project, and the project seeks to contribute to continuous improvement and innovation in community engagement' [PCC.031/21], this Wattle Glen Public Realm Framework [WG PRF] Project appears to suffer poor governance issues, with not a fair and reasonable process, and a Council apparently not genuinely interested in community engagement and consultation.

2. Previous community experiences with government agencies in Wattle Glen have delivered poor outcomes, and based on dodgy community consultation processes, have been devastating on community morale; and this Council WG PRF process is similarly questionable and undermining of community trust in government.

3. After three long years in the making, and now, with an unfair and very short three weeks' public exhibition and feedback period (with community questions about it going unanswered), the community is being presented a very vague outline of a plan, from which all original details are lost; which provides no solutions to community concerns - even to those within Nillumbik Council's own jurisdiction; and which is inadequately framed, lacks transparency and fails to mention major DTP (urbanising) infrastructure plans bound to have major impacts on Wattle Glen's Public Realm, secretly being prepared behind the scene, and which change the premises of this Public Realm Project.

Simultaneously, already at this non-transparent, 'formative and early (CM.042/24, Draft WG PRF for exhibition) stage' of planning, the community is being asked to relinquish all agency to (and to trust) juggernaut authorities (DTP and Council), and opportunities for further input or collaboration - until all has been decided and 'specific detailed proposals are presented for community feedback prior to their implementation'. Notably, Council's promise in 2021 (PCC.031/21) to liaise with community groups did not happen either (refer [redacted] submission for details).

Council states:

- That at this "formative" and early stage, it "'closes the loop' on the project's first round of community engagement", and that it "is not requesting specific community input on possible solutions to the key initiatives outlined in the draft framework".

Thereby Council is also seemingly refusing to consider other community proposals, such as the [redacted]'s "New Open Space for Wattle Glen" proposal, of which no details have ever been able to be provided to, or assessed by this PRF Project.

- That it merely seeks community answers to seemingly meaningless (certainly in this current PRF context) questions 'to assess the community's degree of support and level of importance and urgency regarding key initiatives and their implementation'.

- That concept design work (not yet scoped or budgeted; and expected to span one to two years) will be undertaken by an urban design/traffic consultancy team, in consultation with DTP and VicTrack.

- That "specific detailed proposals will be exhibited for community feedback prior to their implementation".

4. Ergo, nothing is going to happen, and all is put on hold indefinitely till DTP funding becomes available.

5. The three key themes as currently defined in, and framing, the Draft PRF are too vague - they were defined without knowledge of, and are insufficient in relation to the large, non-transparent DTP infrastructure projects and their development to a 'concept design' stage; and do not assure that the design of the new road network, infrastructure, and facilities will be as low-key as possible and sensitive to our natural environment, our township's Green Wedge character, and our community aspirations; and are likely to repeat the Wattle Glen community's previous experiences with juggernaut government agencies, and to lead to conventional and mediocre outcomes and missed opportunities to demonstrate innovative design in Wattle Glen's public realm.

In summary. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that: better and more fairly prepares the future directions of the WG PRF Project; is transparent; outlines timelines; includes solutions to initial residents' feedback; includes on-going inclusive collaborations with all stake holders; includes a fair and objective evaluation of [redacted] 'New Open Space 4 WG' proposal; includes a Council advocacy commitment to other responsible authorities (eg. reducing speed limits and fixing potholes along the arterial roads; and for the [redacted]'s new 'state and federal job guarantee' proposal to efficiently and effectively address the ever-worsening environmental problems in the area).

<p><b>Q3</b></p> <p>Multi Choice</p>	<p><b>How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?</b></p> <p>2</p>
<p><b>Q4</b></p> <p>Multi Choice</p>	<p><b>How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?</b></p> <p>2</p>
<p><b>Q5</b></p> <p>Long Text</p>	<p><b>Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)</b></p> <p>"How urgent?" seems a meaningless question as any WG PRF actions are all dependent on DTP and getting DTP funding; [REDACTED], realistically - Wattle Glen not being a priority in DTP books (unless there is a local road death), that's not expected to happen any time soon - so in this context, the question seems somewhat disingenuous ....?</p> <p>Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as provided by the [REDACTED] more innovative proposals for trails, for the natural environment, and for the future of Wattle Glen.</p> <p>Additionally, I wish to provide the following feedback:</p> <p>MORE APPROPRIATE GUIDING (CONCEPT DESIGN) PRINCIPLES ARE NEEDED FOR THE NON-TRANSPARENT DTP PROJECTS</p> <p>1. The new guidelines should address aspects so that:</p> <ul style="list-style-type: none"> <li>• A road and network design that promotes safe 'multi-modal' road usage (away from cars); (eg. at roundabouts, intersections or road crossings) prioritises non-motorists (pedestrians, cyclists, e-bikes and horse riders); minimises signage and lighting; ensures wildlife-friendly fencing; and maximises vegetation, is delivered.</li> <li>• 'Green' rather than 'grey' infrastructure design approaches and principles are incorporated wherever possible, and the road-reserves' landscaping plans are based on the same design approaches and principles, and are integrated with the road and network plans.</li> <li>• Avoids formal landscaping as have recently taken place at the new car parking at the roundabout, and like the tree planting around the new 'Rapid Earth Fault Current Limiter' building at the HB-KL-Wilson Roads' corner.</li> </ul> <p>RECOGNISE WATTLE GLEN AS A GREEN WEDGE TOWNSHIP AND AS A 'GATEWAY TO THE GREEN WEDGE, YARRA VALLEY AND TRAILS'</p> <p>2. The Draft PRF needs to clearly (i) define Wattle Glen's sense of place and identity as a Green Wedge township and as a 'Gateway to the Green Wedge, Yarra Valley and trails' and (ii) outline the central importance to the future of Wattle Glen of recreational trails, cycling and e-bikes, and the need to deliver a "world class" trails network (Northern Regional Trails Strategy 2022).</p> <p>RECOGNISE FUTURE TRENDS, AND FAIRLY AND OBJECTIVELY EVALUATE THE [REDACTED] [REDACTED] "NEW OPEN SPACE FOR WATTLE GLEN" [REDACTED] NOS4WG] PROPOSAL</p> <p>3. Important future trends, such as the steeply-rising popularity in cycling and especially of e-bikes, as well as the strategic need for modal (transportation) shifts (away from cars), need to be anticipated, both in relation to the Draft Framework's decision to align the regional trails' link via the train station car park and along the train tracks, and the non-transparent major DTP infrastructure plans.</p> <p>4. Especially in light of the above mentioned trends, the Draft Framework's strange decision to link the two regional trails via Wattle Glen's Train Station Car Park - and so dangerously mixing the many-varied users (runners, kids on bikes, e-bikes, dog walkers, horse riders amongst parked and moving cars) is surely asking for trouble and irresponsible?</p> <p>5. The Draft WG PRF should recognise an original key finding by the 'Understanding Phase' Consultants Report 15Oct2021 [PCC.031-21] that the connectivity of the township can be enhanced by providing areas for recreation and social engagement, and open spaces.</p> <p>6. The Draft PRF should include a recommendation to fairly and objectively evaluate the [REDACTED] [REDACTED] "New Open Space for Wattle Glen" proposal, which enables a much safer, more scenic and engaging link and the creation of a "world class" trails network, and for which very strong strategic and policy justifications exist.</p> <p>DELETE THE THIRD "KEY STRATEGIC INITIATIVE" RELATING TO DIAMOND CREEK</p>

7. A third, excessively-weighted "key strategic initiative" and related actions intending to forge stronger links between Wattle Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond', should be deleted from the WG PRF, as they are contrary to community sentiment to retain and strengthen WG's distinctive Green Wedge township character separate from Diamond Creek township, and which are outside WG's Public Realm. They should be noted for attention when Diamond Creek strategies and plans are next updated, and in this WG PRF at most, they should be treated and weighted the same as all other issues raised '2021, 1st round of community consultation'.

**Q6    First Name**

Short Text    [Redacted]

**Q7    Last Name**

Short Text    [Redacted]

**Q8    Email**

Email    [Redacted]

**Q9    How did you hear about this consultation?**

Multi Choice    Email



Response No:  
10

Contribution ID: 25801

Member ID: 2748

Date Submitted: Jun 18, 2024, 06:01 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We, the [REDACTED] are being asked by Council to support something of which we have insufficient detail. Given the lack of meaningful detail and transparency, we reject the current Draft Framework, that effectively puts everything on hold indefinitely till DTP funding becomes available. We request that Council prepares a second Draft for re-exhibition and public feedback that:

- Is transparent about major DTP plans secretly being prepared behind the scenes, but which are bound to have big impacts on Wattle Glen's public realm, and which change the premises of this Public Realm Project.
- Is appropriately framed, and includes guiding 'concept design' principles that recognise the central importance (to the future of Wattle Glen) of recreational trails, future trends regarding cycling and e-bikes, and delivering a "world class" trails network.
- Provides immediate actions on all residents' safety concerns and opportunities to enhance our township identity within its own jurisdiction.
- Deletes a third, excessively-weighted "key strategic initiative" and related actions intending to forge stronger links between Wattle Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond', as they are contrary to community sentiment to retain and strengthen Wattle Glen's distinctive Green Wedge township character separate from Diamond Creek township, and which are outside Wattle Glen's Public Realm. They should be noted for attention when Diamond Creek strategies and plans are next updated, and in this Draft Framework at most, they should be treated and weighted the same as all other issues raised in the '2021, 1st round of community consultation'.
- Instead of linking the Diamond Creek Trail to the Green Wedge Trail via Wattle Glen's Train Station Car Park and along the train tracks - which the [REDACTED] believe so mixing the many-varied users (runners, cyclists, e-bikes, kids on bikes, dog walkers, and horse riders amongst parked and moving cars) is unsafe, recommends a fair and objective appraisal of [REDACTED] 'New Open Space for Wattle Glen': that Council, with the help of government grants, buys vacant, rural land at the centre of our township to create a reserve for community and wildlife, that can also safely link the two recreational trails. This would be fantastic for off-road trail users as well as for future generations.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

[REDACTED]

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, our above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as we cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as [REDACTED] more innovative proposals for trails and the natural environment. We request that Council prepares a second Draft for re-exhibition and public feedback that:

- Delivers a road and network design that promotes safe 'multi-modal' road usage (away from cars); considers (eg. at roundabouts, intersections or road crossings) prioritising non-motorists (pedestrians, cyclists, e-bikes and horse riders); minimises signage and lighting; and maximises vegetation.
- Avoids traffic lights and lighting generally, and retains the existing roundabout (with possible modifications); and recognises the inherent advantages of roundabouts in promoting natural traffic flows - rather than the 'stop-start' of traffic lights; incorporating a vegetated central island (to break up the asphalt expanses); and offering greater versatility - eg. allowing the option to u-turn at roundabouts, when cars and other road users are facing difficulty in making a right-hand turn when exiting the train station car park or residential drive-ways along HB-KL Rd.
- Provides timelines.
- Avoids the poor outcomes (eg. as recently delivered in Wattle Glen by the State Government's Big Build project - specifically the new car park poorly located at the KG-WG Road roundabout), and includes on-going inclusive collaborations with all stake holders.
- Includes a Council advocacy commitment to other responsible authorities (eg. to reduce traffic speed to 50-60kmh).



Please refer the [REDACTED] written submission lodged separately for further explanations and details.

Q6

First Name

Short Text

[REDACTED]

Q7

Last Name

Short Text

[REDACTED]

Q8

Email

Email

[REDACTED]

Q9


How did you hear about this consultation?

Multi Choice

Other: Read Council agenda and watched Council meeting for [REDACTED]

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[Complete the survey](#)



Response No:  
11

Contribution ID: 25797

Member ID:

Date Submitted: Jun 17, 2024, 08:11 PM

Q1

Multi Choice

**Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?**

No

Q2

Long Text

**If No or Somewhat, why?**

Thank you for the opportunity to respond.

I don't think there is any issue with Wattle Glen being connected externally to Diamond Creek. We are already well serviced by roads and paths to Diamond Creek. This was not raised at [REDACTED] and everyone I have spoken to is confused about why this has been added. I'm sorry but to be honest this kind of smells like it is related to some other council agenda. Rather than this being about Wattle Glen, this seems like it is being used as an argument to seek funding to improve access to the path for Diamond Creek residents, via the community stadium.

The notion of "sense of place" is a subjective one. Who gets to define our sense of place? Residents? Council? DTP? How does council define our sense of place? There is no mention here of preserving Wattle Glen's rural character and enhancing its distinctiveness, which I know were things raised at several workshops. Diamond Creek is essentially a traffic jam wrapped in a car park. We don't want Wattle Glen to be considered Diamond Creek east - which this document kind of implies.

As for the other "key initiative" - there is no detail. Yes obviously internal connectivity and safety is important. But what are you asking me to express support for? It is very vague.

Q3

Multi Choice

**How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?**

0

Q4

Multi Choice

**How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?**

0

Q5

Long Text

**Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)**

Not sure how to answer the previous two statements when I don't agree with the fundamental premise so putting zero against both.

It is urgent that we have good made pathways on both sides of the WG/KG road so that we don't have to walk through mud to get to the station. It is urgent that this road can be crossed safely at several sensible points.

It is urgent that we are able to get to the bike path and oval without having to risk being hit by cars turning in to Wilson Rd.

It seems very sensible to have traffic calming via roundabouts at the KG/Valley Road as well as the Mannish Road intersections.

Most importantly, it is urgent to mitigate the risks around accessing the station. But it is also important that any plans are developed with open, well intentioned and receptive consultation with the community. It doesn't need to be just a case of shoving traffic lights in there and walking away. Council officers and DTP need to just calm down on that one. Yes we want to be able to cross the road but we also want to preserve what rural character we have left - especially after the disaster of the station car park development.

Q6

Short Text

**First Name**

[REDACTED]

Q7

Short Text

**Last Name**

[REDACTED]

[REDACTED] 17 of 128

[Complete the survey](#)



Q8

Email

Email

Q9

How did you hear about this consultation?

Multi Choice

Email

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[Complete the survey](#)



Response No:  
12

Contribution ID: 25774

Member ID:

Date Submitted: Jun 17, 2024, 09:05 AM

Q1

Multi Choice

Q2

Long Text

Q3

Multi Choice

Q4

Multi Choice

Q5

Long Text

Q6

Short Text

Q7

Short Text

Q8

Email

Q9

Multi Choice

Page 19 of 128

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

If No or Somewhat, why?

We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of more innovative proposals.

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as more innovative proposals for trails and the natural environment.

First Name

Last Name

Email

How did you hear about this consultation?

Letter

Complete the survey



Response No:  
13

Contribution ID: 25770

Member ID:

Date Submitted: Jun 16, 2024, 10:12 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

I don't think that Wattle Glen is severely disconnected externally or internally. There are a couple of important things to do that would improve safety for pedestrians on our roads and paths though.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Linking Wattle Glen to the DCT through the train station would only be a good idea if traffic was slowed down along that section of road. I'm in favour of a round-about and pedestrian crossing at the corner of Manish road to help with this. I'd prefer another round-about than traffic lights to keep with the neighbourhood character. Also need a pedestrian pathway from Main road along Wilson road for safer access to DCT and oval.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
14

Contribution ID: 25769

Member ID:

Date Submitted: Jun 16, 2024, 08:32 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked by council to support something of which we have no detail.  
  
Given the current lack of meaningful detail and transparency, I reject the current draft framework, and request that council prepares a second draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of more innovative proposals.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as 'blanks', as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as more innovative proposals for trails and the natural environment.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
15

Contribution ID: 25761

Member ID:

Date Submitted: Jun 16, 2024, 10:24 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

I don't think it is disconnected and I don't support any changes requiring vegetation and fauna habitat removal, it will be contributing to death by 1000 cuts impacts on natural values we see happening continuously around us. In the last 10 years many large, amazing, slow growing trees have been cut down around Wattle Glen, particularly on private property, also as part of the works for the Diamond Creek trail, and on the land occupied by Wattle Glen primary school. What needs to happen is serious ongoing weed control and replanting with native vegetation.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Wattle Glen's most important asset is native vegetation and threatened flora and fauna e.g Powerful Owls. Removal of vegetation, increased noise and potentially light from any kind of works or development destroys habitat. We need to address habitat loss and the high number off species extinctions that are continuing to occur in Victoria, not add to the problem. We need to stop development, not plan more, and we need to apologise to the next generation for the extensive damage done so far, we need to say sorry, and start fixing it, not continue to destroy nature. Willful ignorance is not an excuse!

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
16

Contribution ID: 25755

Member ID:

Date Submitted: Jun 15, 2024, 04:42 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

In principle, the safety/connectivity/sense of place key initiatives are good, realizing them effectively and in a timely manner will be the challenge. Also, it will be important that the focus on these initiatives does not hamper other important, basic improvements in the Wattle Glen area: reduction of the speed limit at particular points (leading up to the major Wattle Glen roundabout, for example); sufficient lighting along main roads and certain residential stretches; footpath leading up to the Wattle Glen trail from the main road, etc. The longer-term vision of the framework has merit but so, too, do key safety considerations that need to be implemented now. As good as it would be to have them integrated in the framework's vision/scope of works, the timings do not coincide.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter



Response No:  
17

Contribution ID: 25740

Member ID:

Date Submitted: Jun 14, 2024, 11:03 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Vague, no details.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I'm willing to bet the people whining about Wattle Glen are new residents, they bring with them the typical concrete suburban mind set of i.e. wanting to cut down trees on their property as 'the leaves are such a nuisance'.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
18

Contribution ID: 25739

Member ID:

Date Submitted: Jun 14, 2024, 10:58 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

I think the draft framework is vastly overstated. One would think the residents of Wattle Glen have totally restricted access to Diamond Creek and the outside world. We CAN walk, bike ride and drive to Diamond Creek even without using the Trail, there are already footpaths in place. The main problem is crossing the road to get to the train station and the Trail. ONE pedestrian crossing would solve this problem and give access to both. Lowering the speed limit through Wattle Glen as ALL other townships in the area have already done would help enormously, hopefully before someone is killed.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
19

Contribution ID: 25738

Member ID:

Date Submitted: Jun 14, 2024, 08:38 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Safely connecting the Wattle Glen community to the train station and the DCT are key elements - these two pieces of infrastructure are beneficial to the area however accessing them is extremely difficult and likely reducing their use.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
20

Contribution ID: 25733

Member ID:

Date Submitted: Jun 14, 2024, 12:08 AM

**Q1** Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Multi Choice

Yes

**Q2** If No or Somewhat, why?

Long Text

**Q3** How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

Multi Choice

5

**Q4** How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

Multi Choice

5

**Q5** Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Long Text

Thank you for the significant work already done to present this framework to the Wattle Glen community. I bring to your attention that improvements to the non motor vehicle access to all areas of our community must include mobility scooters and other mobility aids including assistance dogs walking alongside a mobility scooter, into consideration, specifically along the Green Wedge Trail.

I [REDACTED] would hugely appreciate being able to safely cross the Kangaroo Ground Wattle Glen Rd to access the Green Wedge Trail to progress on to the Diamond Creek Trail on foot or using my mobility scooter. As it is now, I would be taking a huge risk crossing the KGWG Rd at my slow walking pace, let alone doing so on my mobility scooter, and clearly, the Green Wedge Trail is entirely unsafe and unusable for anyone with mobility issues. I am currently a fully licensed driver, however in times to come either my health condition or advancing age may require me to relinquish the freedom driving now offers me. Without mobility scooter access to the community, I will be limited to staying within the confines of my own property or completely reliant on others to support my community access - and that is not acceptable to me and I am sure to others in a similar situation to myself. There are some simple solutions to making the community equally accessible to all residents, and I would appreciate serious consideration of the following safety and accessibility improvements:

- the Green Wedge Trail becoming a safe, broad pathway on even ground from the intersection of the KGWG Road and Lorimer Road to whatever linkage is created to access the Diamond Creek Trail, Wattle Glen Station and the remainder of the Wattle Glen community.
- adding a suitable speed limit sign to Lorimer Rd to facilitate an application to VicRoads (or the relevant Minister) for the 60km speed zone to be extended past the KGWG Road / Lorimer Road intersection. As it stands now, the 80km limit at the intersection cannot be changed because without a speed limit sign of any kind, Lorimer Rd is deemed by VicRoads to be a 100km road. On enquiry, VicRoads advised me that no road with a 100kmh speed limit is allowed to intersect with a road with 60km speed limit. Notably, any change in speed zones must be approved by the Minister.
- partnering with VicRoads to support the redesign of the KGWG Rd / Lorimer Rd intersection to incorporate a safe turning lane from both directions of the KGWG Rd. These last two changes would make it safer for all drivers and pedestrians, including mobility aid users to confidently and safely cross the main road by reducing the speed of traffic at the intersection, hence improving access to the Green Wedge Trail.

Thank you for your kind consideration of my feedback.

**Q6** First Name

Short Text

**Q7** Last Name

Short Text

**Q8** Email

Email

**Q9** How did you hear about this consultation?

Multi Choice

Letter

Response No:  
21

Contribution ID: 25722

Member ID:

Date Submitted: Jun 13, 2024, 10:59 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Given that there is a serious housing shortage, and the population growth isn't slowing down, properties within a 5 kilometre radius from Train-station should be considered to be included as part of the urban boundary,.

Additional businesses could be developed in local area as well.

The Greenwedge remains after that 5 kilometres radius and minimum subdivision development by capping new block sizes to 2 to 5 acres. The new homes add the the rate collection which might provide a small reduction in overall rates for the area, helping families and households overall.

Also, roads in the 5 kilometres from station should be sealed by VicRoads and council to improve traffic conditions overall.

Thank you

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
22

Contribution ID: 25720

Member ID:

Date Submitted: Jun 13, 2024, 10:09 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

There is no detail provided so there is nothing to support.  
  
I reject your current draft framework.  
Please prepare a second draft that includes resident's feedback as provided by the [REDACTED]
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

1
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

1
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Please do not install traffic lights as per your draft framework. The roundabout works fine as is. If required, install another roundabout at the Heidelberg-Kinglake-Wilsons-Mannish Roads intersection.  
  
Please stand up for [REDACTED] aspirations for our area. We live here - we know what the area needs and what works.
- Q6

Short Text

First Name

[REDACTED]
- Q7

Short Text

Last Name

[REDACTED]
- Q8

Email

Email

[REDACTED]
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
23

Contribution ID: 25712

Member ID:

Date Submitted: Jun 12, 2024, 08:17 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

I cannot support this plan which seems to be really a sketch of some ideas. There is no clarity about how these ideas would be realised and what the rationale for the so-called analysis is based on: [REDACTED] - and there is no summary of these consultations or even reference to the fact that they were held. I am offended to think that as a ratepayer I contributed both time and my rates to the engagement of external consultants to undertake the consultation which now appears to be a waste of time. The extremely limited narrative accompanying this plan does not provide sufficient evidence to support the statements made. As just one example - What is the statement "Wattle Glen community disconnected from Diamond Creek major activity centre" based on exactly? There is a train, a bike and walking path, a perfectly adequate footpath along the main road and a direct road, access to the train station is perfectly acceptable for pedestrians as the roundabout provides a natural slowing of the traffic to enable smooth crossing. I can see that this would be difficult for visually impaired people, but if this is the rationale then it is not made apparent.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The improvements (as far as I can tell from the limited detail) are not urgent at all and would be a major expense, with major disruption to people and wildlife with very little gain.

Wattle Glen residents are attracted to the suburb owing to its rural character and identity as a place where wildlife have some remaining habitat, where the development is kept to a minimum

The strong theme of disconnection to the main activity centre of Diamond Creek presented in this framework is NOT consistent with my experience as a WG resident, who is in frequent conversation with others in the suburb. This makes me wonder the basis on which all the conclusions presented in Part A were made.

I just don't think we have sufficient detail to provide support for this proposal at this stage and have marked my response to the above questions as 0 accordingly.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Other: Participate Nillumbik website as well as letter

Response No:  
24

Contribution ID: 25710

Member ID:

Date Submitted: Jun 12, 2024, 07:54 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked by Council to support something of which we have no detail.

Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of [REDACTED] more innovative proposals

Like a roundabout at the wilsons/mannish road and not traffic lights. Reduce the speed on heidelberg-kinglake road to make it safer for pedestrians and horse/bike riders.

Entry and exit from Silvan road to the main road also needs to be assessed due to the traffic volume, pedestrians commuting to and visiting estia health. To help traffic flow and reduce the risk of a serious accident I suggest that it become an exit only. Entry to silvan road via Yates road and exit from Silvan road via Silvan road

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as [REDACTED] more innovative proposals for trails and the natural environment.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Other: [REDACTED]



Response No:  
25

Contribution ID: 25702

Member ID:

Date Submitted: Jun 12, 2024, 03:02 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat

Q2

Long Text

If No or Somewhat, why?

You seem to emphasize connection between Wattle Glen and Diamond Creek more than "Connecting Wattle Glen Internally".

There is no mention of connecting Wattle Glen residents safely to the Diamond Creek Trail at Wilson Road.

We need a footpath along Wilson Road, to the bridge at least, and a safe place to cross the main road.

There was discussion about reducing the speed limit through WG to 60 at the public meeting, and that seems the most logical and economic solution. A refuge in the centre of the road at Mannish Road would also be helpful.

There are rumours about traffic lights at Kangaroo Ground road intersection. I would not support traffic lights. It would slow up traffic flow more than a speed limit reduction.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

We have already waited three years since we first put forward our opinions and ideas. No doubt Covid interfered, but it's time to speed things up. I have lived in Wattle Glen [REDACTED] and I love its special rural character. I don't want to become part of conforming 'suburbia'. I have walked around all parts of WG without fear for my safety, but with increasing traffic, (and deteriorating driver courtesy) I would like the improved safety conditions I mentioned above, while I can still walk.

But thank you for the public meetings, it did clarify what seemed a rather vague plan. I know it must be a tough job dealing with DTP.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Other: [REDACTED]

Response No:  
26

Contribution ID: 25698

Member ID:

Date Submitted: Jun 12, 2024, 02:25 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email

Response No:  
27

Contribution ID: 25695

Member ID:

Date Submitted: Jun 12, 2024, 12:07 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Given current lack of meaningful detail and transparency .
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non - intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, My above 2 mandatory ratings are rather meaningless.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
28

Contribution ID: 25693

Member ID:

Date Submitted: Jun 11, 2024, 10:07 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
29

Contribution ID: 25692

Member ID:

Date Submitted: Jun 11, 2024, 10:03 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

My husband and I were both voting against until we went to [REDACTED] and got more clarity there is no doubt in the world this needs to be done asap
- Q6

Short Text

First Name

[REDACTED]
- Q7

Short Text

Last Name

[REDACTED]
- Q8

Email

Email

[REDACTED]
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
30

Contribution ID: 25691

Member ID:

Date Submitted: Jun 11, 2024, 10:02 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

This is needed before someone dies
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
31

Contribution ID: 25690

Member ID:

Date Submitted: Jun 11, 2024, 10:00 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I previously voted no as there was no transparency after listening to presentation at primary school I now realise that we weren't at the solution stage and this will come. I believe there would not be one resident that would not support the idea of this connectivity I think fear of unknown it's hurting and they felt burnt from carpark
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
32

Contribution ID: 25689

Member ID:

Date Submitted: Jun 11, 2024, 09:02 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The Wilson Road access is very important, since it is very dangerous. Of all the other connection points there is already some reasonable access paths. There should also be an access point the DCT from the main Hurst bridge road, between Wattle Glen and Diamond creek. Currently there an access point at Wattle Glen Station and access point at the Diamond Creek.  
In all designs i wouldn't spend much time focusing on Horses, in 3 years I might have seen 6 horses on the DCT
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
33

Contribution ID: 25682

Member ID:

Date Submitted: Jun 11, 2024, 12:49 PM

**Q1** Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Multi Choice

Yes

**Q2** If No or Somewhat, why?

Long Text

**Q3** How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

Multi Choice

3

**Q4** How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

Multi Choice

4

**Q5** Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Long Text

11/6/24

To Whom it May Concern,

[REDACTED] I am [REDACTED] new to the area and was not present at the formation of this project. The presentation was clear and an understanding of purpose and safety focus for community delivered. What I heard was a great sense of mistrust from the community about information delivered. Although many acknowledged the hard work of the team, there is a resounding concern about communication. Continued comments about "Collaboration" and "advocacy" for community have, it appears been thin in evidence over the past few years. Covid may be a reason, but not an excuse to deliver to the people the council serves, important information, in a language and way that they can hear it. [REDACTED]

[REDACTED] I am aware of this responsibility every day.

[REDACTED] would like to reiterate my two main points:

1. I believe the Community and Council would benefit from a schedule/timeline (obviously without distinct dates that aren't available). This would set out timelines and expectations of the plan, including when Community Voice could be involved. This would require updating as the project moves. I believe this is a collaborative and respectful approach to sharing next steps. There is no advocacy or collaboration if you are only ticking the box.

2. As Council represents the community, it appears many smaller issues in the area have been sidelined because of this project. Although many of these issues are connected to other stakeholders and cannot be easily dealt with. Some like the Wilson Road Safety issue, which could be worked on by council, would be a great starting point to prove that Council is hearing and working with community. I do find it odd that the Wilson Rd path is so dangerous and that everyone is aware, yet nothing is done. Surely that comes up on a risk assessment somewhere?

Thank you for your time. I look forward to the future communications on this project.

Yours Sincerely,

[REDACTED]

**Q6** First Name

Short Text

[REDACTED]

**Q7** Last Name

Short Text

[REDACTED]

**Q8** Email

Email

[REDACTED]

**Q9** How did you hear about this consultation?

Multi Choice

Letter

Response No:  
34

Contribution ID: 25681

Member ID:

Date Submitted: Jun 11, 2024, 10:57 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

It's more important to link the Wattle Glen community to the train station and the DCT than any of the other initiatives. There needs to be a footpath linking the train station to the trail as it's very dangerous currently.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

It would be useful to have a crossing or island on main Hurstbridge road at the bottom of Kamarooka Drive to allow children being dropped off by school buses to cross the road safely. Traffic is going at 70km and children are having to risk their lives trying to cross here
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
35

Contribution ID: 25680

Member ID:

Date Submitted: Jun 11, 2024, 09:12 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of [REDACTED] more innovative proposals.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as [REDACTED] more innovative proposals for trails and the natural environment.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
36

Contribution ID: 25679

Member ID:

Date Submitted: Jun 11, 2024, 08:54 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked to support something which has very little detail, eg. how do connections along the train line work? Sounds unsafe for children and horses.  
Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepare a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of [REDACTED] more innovative proposals.  
Why can't Council work more closely with DTP to slow traffic between KG road and Manish Rd? Why are there rumours of traffic lights? Traffic lights are not needed in Wattle Glen! Connect us to Diamond Creek but why is there so much about Diamond Creek in a Wattle Glen framework?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as [REDACTED] more innovative proposals for trails and the natural environment.  
Why can't we keep the KG Rd roundabout? Why can't we have a new 'special' roundabout at Manish Rd-Wilson Rd-HK Rd? Surely we can do without traffic lights as these would be an eye-sore and detract from our lovely urban setting. Council, with the help of government grants, should buy vacant rural land at the centre of our township to create a reserve for community and wildlife, that can also safely link the two recreational trails. This would be a great achievement for present and future generations.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
37

Contribution ID: 25676

Member ID:

Date Submitted: Jun 10, 2024, 10:09 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Not enough detail to understand what is actually planned.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Wattle Glen is fine the way it is. There's only a small population here and it would be good to stay that way. Most of us work elsewhere and need to drive. I suspect the "planned" improvements are likely to inconvenience those of us who live here by slowing down or restricting through traffic. For example, the recent school zone by the general store is already causing traffic jams in the morning! What's next? Traffic lights instead of the roundabout? Pedestrian crossings for the minute number of people who actually walk to the station?
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
38

Contribution ID: 25668

Member ID:

Date Submitted: Jun 10, 2024, 12:32 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

Not enough consideration of permanent residence
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Their is no way we need more traffic lights and traffic congested roads for public safety zebra crossing are preferable including into existing round about
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
39

Contribution ID: 25667

Member ID:

Date Submitted: Jun 10, 2024, 12:24 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
40

Contribution ID: 25666

Member ID:

Date Submitted: Jun 10, 2024, 11:01 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

We are a rural township, not a lot is required, see my response below
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

1
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

1
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The biggest need in Wattle Glen is better footpaths linking the town and a traffic island/pedestrian refuge on the main road near the train station
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter



Response No:  
41

Contribution ID: 25664

Member ID:

Date Submitted: Jun 10, 2024, 08:22 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

I feel like I'm being asked by Council to support something for which I have very little/no detail and little transparency provided by Nillumbik Council .

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

1

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Along with the Mayor, I feel like I'm being asked by Council to support something of which I have no detail.

Adding to that, in 2021, we residents went through the same process as this, but the officers who were supposed to draw up a Draft Public Realm Framework preferred instead to leave Nillumbik Council before it was completed, and in this current Draft Framework, very little of the original 2021 community feedback has now been included – so residents have to go through the same process yet again, but this time without the detail for what is wanted.:-)

Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback - at least those pertaining to Council's jurisdiction, and as a member of the [REDACTED], I ask for a fair and objective evaluation of the [REDACTED] more innovative proposals.

Also, as we were told that plans exist within Council to support removal of the existing roundabout, and to install various sets of traffic lights, which are all bound to have major negative impacts on our rural township character, then residents deserve to be made aware of these proposals. As our mayor said in council debate, "greater transparency is needed for residents".

By the way, where on earth did the proposed key strategic initiative (and related actions) intending to forge stronger links between 'Wattle Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond' come from?

If nothing else, Wattle Glen residents know how to get to the Diamond Creek township 2-3 kilometres away with two forms of public transport, footpaths, one regional trail, and of course Diamond Creek township is easily found by car – we do not need a Realm to show us how to get there.

Actually, that proposed key strategic initiative (and related actions) needs to be completely deleted, as:

- they are contrary to our strong 2021 community wish for maintaining our rural bush land character and township identity, distinct from Diamond Creek township;
- good foot and bike paths already exist;
- these intended Diamond Creek links are likely to become prioritised above the immediate Public Realm needs of Wattle Glen;
- this initiative is outside the scope of the Wattle Glen PRF, and are more appropriately assigned to the Diamond Creek Major Activity Centre Structure Plan.

Also of concern is that the Draft Framework proposes linking the Diamond Creek Trail to the Green Wedge Trail via Wattle Glen's Train Station car park and then beside the train tracks. I believe so mixing the many-varied users (runners, kids on bikes, dog walkers, horse riders amongst parked and moving cars) is unsafe; and that a much safer, more scenic and engaging link is possible via [REDACTED] 'New Open Space for Wattle Glen' proposal, which Nillumbik officers and councillors should know all about, and which should be included and fully considered and evaluated as part of the WG PR Framework.

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless because I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as [REDACTED] more innovative proposals for our trails and natural environment.

Council should not be washing their hands of safety by implying they know nothing, and leaving the road management to the state government without comment.  
For example;  
In recognition of the importance of recreational trails to Nillumbik, and mindful of the need to preserve Wattle Glen's rural character and natural environment, there is an obvious need for installing a new roundabout - ideally one that prioritises walkers and bike and horse riders, at the 'Heidelberg-Kinglake - Wilsons - Mannish Roads' intersection; and for Council to encourage the Department of Transport and Planning to limit traffic speed to 50kmh between the two roundabouts.  
The current Council seems to be going out of its way to do nothing. Council, with the help of government grants, should buy vacant, rural land at the centre of our township to create a reserve for community and wildlife that can also safely link the two regional recreational trails. This would be fantastic for off-road trail users as well as for future generations.  
Such ownership would also provide a route for people, including kids, living north of Clarke Ave to get to the CFA, tennis courts, primary school, the general store and Peppers Paddock without the need for them to go anywhere near the hugely dangerous Heidelberg-Kinglake Rd.

Given the current lack of meaningful detail and transparency, I reject the current Draft, and request that Council prepares a second Draft for re-exhibition, that is transparent, and that includes and addresses residents' ideas from 2021, and a fair and objective evaluation of [REDACTED] more innovative proposals.

Q6

First Name

Short Text

[REDACTED]

Q7

Last Name

Short Text

[REDACTED]

Q8

Email

Email

[REDACTED]

Q9

How did you hear about this consultation?

Multi Choice

Other: watching Council meeting and motion

Response No:  
42

Contribution ID: 25663

Member ID:

Date Submitted: Jun 09, 2024, 11:46 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked to support a proposal without the detail.

I do not agree with the draft framework and request a revised draft that includes solutions to residents' feedback and a fair and objective evaluation of [REDACTED] helpful proposals.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I believe in the need for non-intrusive road safety solutions to retain Wattle Glen's rural character and natural, environmental setting, however, this needs more thought and working together for appropriate solutions.

Q6

Short Text

First Name

[REDACTED]

Q7

Short Text

Last Name

[REDACTED]

Q8

Email

Email

[REDACTED]

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
43

Contribution ID: 25659

Member ID:

Date Submitted: Jun 09, 2024, 04:57 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

The framework identifies some needed initiatives but is lacking in any form of details. It is not enough to say details will follow and be provided later. A draft framework should have details to allow us to understand where connections etc are to be made and what type.

Given the lack of detail and transparency about what will be actually undertaken I do not support the framework as is currently presented. A revised framework with some details needs to be done.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Hard to give meaning full answers to the two mandatory ratings without more details.  
All works what ever undertaken should have a focus on retaining Wattle Glen's character and natural environment setting.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
44

Contribution ID: 25656

Member ID:

Date Submitted: Jun 09, 2024, 10:22 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat

Q2

Long Text

If No or Somewhat, why?

The initiatives are vague. They are a goal or aim not an initiative.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I think there needs to be a mention that the rail line does divide the community and effort/ initiatives should be made to overcome these.

Also, I think there needs to be more about how the natural environment of the place will be celebrated/ complimented and protected.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
45

Contribution ID: 25644

Member ID:

Date Submitted: Jun 08, 2024, 11:53 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

3

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Most important is the installation of traffic lights at Main HB Road and WG-KG Rd. It is currently very dangerous to get across the main road to get to the railway station from the main residential area of Wattle Glen

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
46

Contribution ID: 25638

Member ID:

Date Submitted: Jun 07, 2024, 08:28 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The realm doesn't suggest how you plan to fix issues however I am all for it as long as it doesn't destroy the character of Wattle Glen. The open land available would more thdd see just god these issues but give a place Wattle Glen residents (and nearby suburbs) could enjoy and get close to nature
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
47

Contribution ID: 25608

Member ID:

Date Submitted: Jun 06, 2024, 08:26 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter



Response No:  
48

Contribution ID: 25595

Member ID:

Date Submitted: Jun 06, 2024, 06:28 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
49

Contribution ID: 25592

Member ID:

Date Submitted: Jun 06, 2024, 05:56 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Is the Realm Framework, out of date, since we now have DCT, plus the work that has been carried out on Diamond Creek rail station and Wattle Glen, seem to connect most places now. There is a foot path all way from Wattle Glen to Diamond creek, plus the DCT. There is a footpath from Peppers Paddock to the station and from the station to Wilson road.

The obvious and dangerous missing link is a pathway from Hurst bridge Main Road along Wilson Road to DCT. Every day you see people walking or riding on a dangerous section of the road. The section is about 300 meters. The other missing part is a pedestrian crossing which connects Wattle Glen station to Bus Stop opposite the station.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
50

Contribution ID: 25584

Member ID:

Date Submitted: Jun 06, 2024, 04:53 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email

Response No:  
51

Contribution ID: 25577

Member ID:

Date Submitted: Jun 06, 2024, 05:57 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

New updated playground with more inviting bbq space, similar to diamond creeks new playground
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
52

Contribution ID: 25572

Member ID:

Date Submitted: Jun 05, 2024, 04:51 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Safe pedestrian access to the railway station and to the local trails is severely lacking and needs to be addressed as a priority.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
53

Contribution ID: 25571

Member ID:

Date Submitted: Jun 05, 2024, 03:15 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I fully support the project
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
54

Contribution ID: 25565


Member ID:

Date Submitted: Jun 05, 2024, 11:54 AM

Q1	Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?
Multi Choice	No
Q2	If No or Somewhat, why?
Long Text	Too vague. What are your actual plans here?
Q3	How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?
Multi Choice	3
Q4	How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?
Multi Choice	3
Q5	Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
Long Text	We need a round about at Wilson and Mannish Road for safe pedestrian crossing. Keep it the green wedge. Purchase land for nature reserve across the road from Wattle Glen station. Put in a sidewalk from Wilson road to link Trail and township safely. Build a bridge from playground to nature area where old Hurstbridge road is.
Q6	First Name
Short Text	
Q7	Last Name
Short Text	
Q8	Email
Email	
Q9	How did you hear about this consultation?
Multi Choice	Letter

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Complete the survey



Response No:  
55

Contribution ID: 25564

Member ID:

Date Submitted: Jun 05, 2024, 09:46 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

Exiting the train station by car can be an issue. Better cycling lanes would be the biggest value add.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

1

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

1

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The region needs a new skate park. Peppers paddock would be perfect for a small skate park and would increase people to the area and local shop. Diamond creek is a terrible old skate park and the region could use a new one. The region also need better cycling lanes particularly along the windy mile into/out of diamond creek.  
Thanks

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
56

Contribution ID: 25559

Member ID:

Date Submitted: Jun 05, 2024, 08:19 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

I strongly reject the draft framework in its current iteration. The arguments are flawed, and frankly nonsensical.

It is deeply concerning that traffic lights are even being considered at the Peppers Paddock roundabout (and beyond). It shows a complete lack of understanding of the traffic flow, and lack of traffic build-up in the area. I would urge a Nillumbik council member to drive through the area during peak to get a feel for themselves, before making such drastic changes to a location that requires none. Use this money on fixing the Diamond Creek level crossing where there are regular and large traffic backups due to the failed state labour plan to allegedly "remove all level crossings in Victoria"

The current framework seems intent on doing nothing other than destroying the peace and quiet that Wattle Glen is known for, and turning it in to a soulless husk of a township, like Eltham before it.  
Hands off our gorgeous township!

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Nillumbik has a track record of providing failed and poorly thought through infrastructure changes. If the heinous apartments going up all through Eltham are anything to go by, this is nothing more than a thinly veiled plot to destroy the suburb and force residents out, so the council has an opportunity to have land sold off to developers so Wattle Glen can be filled with apartments and units and Nillumbik will have an opportunity to draw in more rates revenue.

You should all be ashamed of the proposed framework. Do better.  
HANDS OFF OUR TOWNSHIP

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Other: Local Community group.

Response No:  
57

Contribution ID: 25556

Member ID:

Date Submitted: Jun 04, 2024, 11:03 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

1. The Green Wedge trails are completely impassable near the corner of Watery Gully and Thorns Road, and near due to not being maintained in any way since they were constructed. In addition, the original trails were not safe for horse riders due to being too narrow and having low hanging branches. Walkers and horse riders detour onto the road which is narrow and winding.

2. Large groups of walkers routinely use Valley Road to access the Silvan Rd/Moonlight Rd/ Watery Gully Rd/ Flat Rock Rd area. Valley Rd has blind corners and is narrow - it's dangerous to have pedestrians, horse riders and motorists all using the road. It is unrealistic to believe they would walk the extra distance from the train station to access the trails via Watery Gully Road instead - they could easily be doing that already! The path along the main road between Valley Rd and Watery Gully rd already exists. A better option would be to make a safe walking path along Valley Road, as this is already the preferred route.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

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Complete the survey



Response No:  
58

Contribution ID: 25555

Member ID:

Date Submitted: Jun 04, 2024, 10:49 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

3
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I believe pedestrian crossings would require traffic lights. Don't place a zebra crossing at any roundabouts, given these are arterial roads I don't believe that would be a safe solution, especially for children waking to school
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
59

Contribution ID: 25554

Member ID: 2724

Date Submitted: Jun 04, 2024, 10:30 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

I am really confused by the whole proposition of a framework which encapsulates both requirements and strategies to address these. The framework has some interesting maps and observations about the Wattle Glen area but it falls short of adequately describing the requirements or the strategies to resolve these. I find the plans very difficult to understand and very scant on detail so its difficult to really support them.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I'm disappointed there is not more information on the disconnected pedestrian access between the northern most parts of wattle glen-kangaroo rd and the Wattle Glen precinct. Each time my wife and young family decide to walk or ride from our street (Lorimer Rd) we risk our lives crossing an 80km road and walking or riding on the shoulder of the road as there is no pedestrian walking path between where we live and the train station. If I were you I suggest you start this process over and adequately describe the requirements and issues with the current Wattle Glen Public Surrounds and then step two is to articulate a strategy outlining the areas of priority which need to be addressed. The strategy doesn't need to be detailed and can allow for different solutions to the priority problems but this would be a long way off what has been delivered. Also the map doesn't indicate what the zig zag lines mean. To improve readability I suggest you put text boxes next to the areas describing the problem or improvement rather than using a number legend where the legend doesn't really provide a good description and is difficult to interpret as you are jumping back and forth trying to read the map.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
60

Contribution ID: 25553

Member ID:

Date Submitted: Jun 04, 2024, 10:11 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

I am bewildered as to why this is a planned scope of works.  
  
It's on par with the development of the additional car park spaces at the train station - an exercise in which I ponder it any level of cost benefit analysis was ever done.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The travel conditions for non motorists are more than ample. I walk, run and ride a bike through Wattle Glen and have no issues.  
With such low population density, a bike path that links us to Diamond Creel and Wattle Glen - do we really need improved commutation within Wattle Glen when there is next to nothing here? No shops. No doctor. No dentist. No post office. Nothing! So we don't need pathways from nothing to nothing!
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
61

Contribution ID: 25551

Member ID:

Date Submitted: Jun 04, 2024, 09:56 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Non motorist safety is still an issue. The diamond creek trail and adding footpaths to the main road helped a lot. Improving crossing main road near the station and Wilson road and peppers paddock would be a great improvement to safety.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
62

Contribution ID: 25550

Member ID:

Date Submitted: Jun 04, 2024, 09:35 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Need better safety for residents crossing the road to the station.  
Connectivity within Wattle Glen is more important than to Diamond Creek.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
63

Contribution ID: 25548

Member ID:

Date Submitted: Jun 04, 2024, 08:49 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

It is attempting to make a town out of a suburb.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

All Wattle Glen needs is a decent petrol station on the main drag. Build it and they will come.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
64

Contribution ID: 25547

Member ID:

Date Submitted: Jun 04, 2024, 08:40 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

I would like a proper track for all residence up to laurimer Rd to access the atation and walking tracks  
We have to get in our cars to do everything  
And the track is full of snakes on the dirt  
It's so annoying and unsafe as well
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

As above
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
65

Contribution ID: 25540

Member ID:

Date Submitted: Jun 04, 2024, 05:01 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
66

Contribution ID: 25539

Member ID:

Date Submitted: Jun 04, 2024, 04:55 PM

- Q1

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Multi Choice

Yes
- Q2

If No or Somewhat, why?

Long Text
- Q3

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

Multi Choice

2
- Q4

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

Multi Choice

2
- Q5

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Long Text

I think the plan's intentions are good, but I would encourage the plan to consider slowing down the traffic coming into our community with roundabouts at Wilsons Road and Neerim Rise/Valley Road. Electronic signs for the new school zone on the Wattle Glen/Kangaroo Ground Rd would also help as the 40 zone school sign coming into Wattle Glen via this route is obstructed by bushes and is impeding both residents and drive-throughs getting used to this requirement. Better tracks or footpaths connecting areas would help. I think traffic lights would be overkill and sometimes results in the opposite effect with people speeding up to catch the lights, so safety islands are preferred and would be less intrusive to the residents and nocturnal wildlife.
- Q6

First Name

Short Text
- Q7

Last Name

Short Text
- Q8

Email

Email
- Q9

How did you hear about this consultation?

Multi Choice

Letter

Response No:  
67

Contribution ID: 25535

Member ID:

Date Submitted: Jun 04, 2024, 03:29 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Given the current lack of meaningful detail in transparency, I reject the current draft framework and request at the council prepares a second draft for re-exhibition and public feedback that is transparent and include solutions to initial residence, feedback and affair and objective evaluation of more innovative proposals.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide nonintrusive road, safety solutions, and to retain water, Glenn's rule character and natural and environmental setting. My above to mandatory ratings are rather meaningless and should more correctly be registered as blanks as I cannot write something that lacks many full detail and transparency, and Mrs important opportunities such as more innovative proposals for trails and the natural environment.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
68

Contribution ID: 25531

Member ID:

Date Submitted: Jun 04, 2024, 01:54 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Your idea of connecting Wattle Glen Internally & Externally is a load of nonsense. We can walk and drive to Diamond Creek in a matter of minutes to access all of the amenities. The same applies to Wattle Glen Station, School, Milk Bar, Mailbox at the General Store & Peppers Paddock. We like being separate from Diamond Creek, we have no desire to Forge stronger links between WG & DC.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

It would be helpful to see a PLAN of these proposals to help visualize the changes you propose. As for removing the roundabout at the Kangaroo Ground - Wattle Glen Roads, on the USA show "Myth Busters" they proved beyond a doubt that roundabouts were a faster and safer way to move traffic. NOT TRAFFIC LIGHTS. My only concern is getting out of Clarke Ave to the Kangaroo Gr. Road, because of the volume of traffic now using this road.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Other:

Response No:  
69

Contribution ID: 25527

Member ID:

Date Submitted: Jun 04, 2024, 12:36 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
70

Contribution ID: 25524

Member ID:

Date Submitted: Jun 04, 2024, 11:55 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat

Q2

Long Text

If No or Somewhat, why?

- No traffic lights in Wattle Glen, the roundabout is working well

- Could access to parking off the round-about be improved?

- Additional roundabout to improve traffic from Wilsons Road and Mannish Road

- Pedestrian crossing needed on the Wilsons Road roundabout

- Footpath/bike line from Wilsons Road round-about to trails

- Extend bike lane from Wattle Glen along Main Road to Diamond Creek

- Exiting carpark from Wattle Glen station during peak hour is dangerous. Could this be improved?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
71

Contribution ID: 25504

Member ID: 680

Date Submitted: Jun 04, 2024, 07:13 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Signage and information are also severely lacking in this area and need to be addressed.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email



Response No:  
72

Contribution ID: 25503

Member ID:

Date Submitted: Jun 04, 2024, 02:14 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
73

Contribution ID: 25495

Member ID:

Date Submitted: Jun 03, 2024, 10:00 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat

Q2

Long Text

If No or Somewhat, why?

The hill to Wattle Gen primary us so steep, going to the expense of building a new footpath sounds like a waste of money compared with the other components.  
Better infrastructure to link DC trail and Peppers Paddock is needed - focus on doing this well, without creating traffic chaos.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
74

Contribution ID: 25464

Member ID:

Date Submitted: Jun 03, 2024, 05:26 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Your claims of inadequacy and connectivity are patently false and designed to facilitate what you want to achieve.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

No
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
75

Contribution ID: 25457

Member ID:

Date Submitted: Jun 03, 2024, 03:36 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
76

Contribution ID: 25456

Member ID:

Date Submitted: Jun 03, 2024, 02:54 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

We are being asked by council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current draft framework, and request that council prepares a second draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of the [REDACTED] more innovative proposal.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

We do not want to see traffic lights and to see our village change to a suburban style environment
- Q6

Short Text

First Name

[REDACTED]
- Q7

Short Text

Last Name

[REDACTED]
- Q8

Email

Email

[REDACTED]
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
77

Contribution ID: 25455

Member ID:

Date Submitted: Jun 03, 2024, 02:37 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

There is a lack of meaningful detail and transparency. I therefore reject this current draft.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

1. Retaining (with possible modifications) the existing roundabout.  
2. Installing a new 'special' roundabout - that prioritises walkers and bike and horse riders, at the 'Heidelberg-Kinglake - Wilsons - Mannish Roads' intersection.  
3. That between the two roundabouts DTP limits traffic speed to 50-60kmh.  
4. That no traffic lights are needed.  
5. That Council, with the help of government grants, buys vacant, rural land at the centre of our township to create a reserve for community and wildlife, that can also safely link the two recreational trails. This would be fantastic for off-road trail users as well as for future generations.  
6. That Council takes immediate action on all residents' safety concerns and opportunities to enhance our township identity within its own jurisdiction.  
7. Additionally we request that Council stands up for Wattle Glen residents' aspirations, and does not keel over to bully juggernauts such as DTP.  
Finally, [REDACTED] believe that to avoid the poor outcomes (eg. as recently delivered in Wattle Glen by the State Government's Big Build project - specifically the new car park poorly located at the KG-WG Road roundabout), transparency and on-going inclusive collaborations with all stake holders are essential.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
78

Contribution ID: 25454

Member ID:

Date Submitted: Jun 03, 2024, 01:28 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

3
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

All or any directives and or opinion or ideas must at all times reflect the aims and ambitions of all current and future residents, and not be decided by individual or corporate opinion or aims,
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
79

Contribution ID: 25453

Member ID:

Date Submitted: Jun 03, 2024, 12:48 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Lack of detai
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Retain Wattle Glen character
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
80

Contribution ID: 25452

Member ID:

Date Submitted: Jun 03, 2024, 12:31 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

As per the local public feedback from 3 years ago ... Priority was a pedestrian/bike crossing between WG train station and Peppers Paddock ...NOT TRAFFIC LIGHTS to replace roundabout. The railway crossing at Wilson Rd , NO safe crossing for pedestrians and bikes, dangerous with potholes etc, a real safety issue with an injury soon to happen! Meanwhile Dpt Transport have spent \$100,000's on private and no public access crossings within 500 metres of the Wilson Rd crossing.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
81

Contribution ID: 25451

Member ID:

Date Submitted: Jun 03, 2024, 12:21 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

we are being asked by council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current draft framework, and request that council prepares a second draft for re- exhibition and public feedback that is transparent, and includes solutions to initial residents feedback and a fair and objective evaluation of more innovative proposals.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non- intrusive road safety solutions and to retain Wattle glen's rural character and natural environmental setting, my above 2 mandatory ratings are rather meaningless, and should more correctly be registered as Blanks, as I cannot rate something that lacks meaningful detail and transparency and misses important opportunities such as more innovative proposals for trails and the natural environment.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
82

Contribution ID: 25450


Member ID:

Date Submitted: Jun 03, 2024, 10:29 AM

Q1	Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?
Multi Choice	No
Q2	If No or Somewhat, why?
Long Text	Residents have not been listened to
Q3	How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?
Multi Choice	2
Q4	How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?
Multi Choice	2
Q5	Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
Long Text	It is about time Council actually listened to residents feedback. We are supposed to be THE GREEN WEDGE We do not need traffic lights etc. etc. etc. Where is the detail and transparency. Do any Councillors actually live in Wattle Glen let alone listen to the residents.
Q6	First Name
Short Text	
Q7	Last Name
Short Text	
Q8	Email
Email	
Q9	How did you hear about this consultation?
Multi Choice	Letter

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Complete the survey



Response No:  
83

Contribution ID: 25449

Member ID:

Date Submitted: Jun 03, 2024, 10:05 AM

Q1

Multi Choice

Q2

Long Text

Q3

Multi Choice

Q4

Multi Choice

Q5

Long Text

Q6

Short Text

Q7

Short Text

Q8

Email

Q9

Multi Choice

Page 91 of 128

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

If No or Somewhat, why?

We are being asked to support something of which we have no detail. Given the current lack of meaningful detail and transparency. I reject the current draft framework, and request that council prepares a se and draft fir re exhibition and public feedback that is transparent, and includes solutions to initial residents feedback and a fair and objective evaluation of more innovative proposals.

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non intrusive road safety solutions and to retain Wattle Glen's rural Character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as more innovative proposals for trails and the natural environment.

First Name

Last Name

Email

How did you hear about this consultation?

Letter

Complete the survey



Response No:  
84

Contribution ID: 25448

Member ID:

Date Submitted: Jun 03, 2024, 09:31 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

We are being asked by Council to support something of which we have little to no detail. Given the current lack of meaningful detail and transparency, we wholeheartedly reject the current Draft Framework, and request Council prepares a second Draft for re-exhibition and distribution for public feedback that is transparent and includes real-life solutions to the initial residents' feedback. A fair and objective evaluation of the [REDACTED] feedback is required to progress for these important changes that are being proposed. We want safety and inclusivity more than anything.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name

[REDACTED]
- Q7

Short Text

Last Name

[REDACTED]
- Q8

Email

Email

[REDACTED]
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
85

Contribution ID: 25447

Member ID:

Date Submitted: Jun 02, 2024, 08:10 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

There is no clarity on what you plan to do. I am all the idea of fixing the disconnection but to ask Wattle Glen residents for approval before explaining what you plan to do is not going to fly.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Check [redacted] plan
- Q6

Short Text

First Name

[redacted]
- Q7

Short Text

Last Name

[redacted]
- Q8

Email

Email

[redacted]
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
86

Contribution ID: 25445

Member ID:

Date Submitted: Jun 02, 2024, 06:32 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

Unclear proposal
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

3
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

More transparency is required as to exactly how this will be implemented.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
87

Contribution ID: 25444

Member ID:

Date Submitted: Jun 02, 2024, 05:16 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

There is very little detail in the framework. It states the problems, and these are well known, but it does not yet provide any solutions.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Improvements around the station and Wilsons Rd are needed in terms of safety
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
88

Contribution ID: 25443

Member ID:

Date Submitted: Jun 02, 2024, 03:22 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

What's to support. There are no details to support I don't wish to say I support something and then you decide what that is at a later date when that might be something don't actually support
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

My main concern would to maintain Wattle Glens natural environment and rural character. These are my main priorities above anything else .
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
89

Contribution ID: 25442

Member ID:

Date Submitted: Jun 02, 2024, 03:14 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

The framework addresses a limited segment of Wattle Glen and doesn't seem to encompass all its residents or locations. I live in lorimer road and would like to advocate for improved safe access to the township and beyond.

As a cyclist and walker, the existing track along the creek is not fit for purpose. Riding along the WG-KG road is perilous as the road shoulder is too narrow for legal passing of cars with respect to riders.

I believe the intent of the framework is heading in the right direction, by identifying problematic spots and looking for ways to cost effectively remediate the problems.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I would not recommend adding traffic lights if possible. The existing roundabout system works well and would likely work better if transiting traffic is further moderated. Traffic lights would likely negatively change the character of the town and the way it operates.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
90

Contribution ID: 25441

Member ID:

Date Submitted: Jun 02, 2024, 12:53 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

There should be more done to link WG and Hurstbridge - the footpath ends halfway down Heidelberg-King Lake road and you're forced to walk on the road. The connection between DC and WG is fine
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

1
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Can we remove the millions of signs at the WG roundabout? It's overkill and unnecessary and looks horrific.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
91

Contribution ID: 25440

Member ID:

Date Submitted: Jun 02, 2024, 11:33 AM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

For the residents of our street there is very poor access to the general store/tennis courts/train station because of the condition of the goats track between lorimer rd and the Reynolds Rd. My children are unable to access these areas without driving them as there is no safe area to cross the road and the trail is often overgrown.  
The condition of Lorimer road itself is very poor, with the surface very slippery on the first turn coming from kangaroo ground- wattle glen Rd end making it almost impossible to ride their bikes on it. There is no safe trail to ride off the road and results in me having to drive instead.  
  
It would be great to see improved access from the railway station around the corner into Wilson Rd to access the rail trail.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
92

Contribution ID: 25439

Member ID:

Date Submitted: Jun 02, 2024, 11:00 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

we have no detail. I reject the current draft.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Want to retain WG's rural nature
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
93

Contribution ID: 25438

Member ID:

Date Submitted: Jun 02, 2024, 10:59 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

Although this is a problem that needs recorded this realm shows no detail on how this is expected to be done. The character of our town could be destroyed which has been seen with the second train carpark no one asked for or uses and that nillumbik did not listen to other solutions. I fear this will happen again unless we have a plan of how you expect to tackle these issues. The open land for Wattle Glen could fox all these issues and not only keep the character but add to the community of Wattle Glen for future generations
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

It is very unsafe and needs to be rectified but we have not been given any ideas or concepts to combat this
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
94

Contribution ID: 25437

Member ID:

Date Submitted: Jun 02, 2024, 09:22 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email

Response No:  
95

Contribution ID: 25436

Member ID:

Date Submitted: Jun 02, 2024, 06:27 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

Wattle Glen residents need safe access to the walking trail from the peppers paddock side. Wilson road in particular is very unsafe with no proper footpath.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

We don't need traffic lights in replacement of our roundabout. We already have an eyesore of a carpark that is never used. We are supposed to be the gateway to the green wedge, so any proposals need to fit in with our environment.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
96

Contribution ID: 25435

Member ID:

Date Submitted: Jun 01, 2024, 11:02 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

We are being asked to support a draft plan that doesn't actually specify the plan?  
Given the lack of information I believe a new draft should be completed for re exhibiting and public feedback.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non intrusive road safety solutions and to retain Wattles glen's risk character, the above ratings are meaningless. The intersection at Mannish Rd and Wilson Rd needs a roundabout and their is no safe way to cross from the train station to the other side of the road. Nor is there safe pediasrian access to the trail from Wilson Rd. The upgrades to these areas should not impede on the natural environment or rural character of this beautiful suburb.  
Fair time should be given to residents to review and advise.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
97

Contribution ID: 25434

Member ID:

Date Submitted: Jun 01, 2024, 09:45 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

File links no working, this should be amended asap

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
98

Contribution ID: 25433

Member ID:

Date Submitted: Jun 01, 2024, 08:55 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
99

Contribution ID: 25432

Member ID:

Date Submitted: Jun 01, 2024, 08:31 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes

Q2

Long Text

If No or Somewhat, why?

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Wattle Glen needs safe connection to the station bus stops and the recreation track it's not safe to cross the main rd with no islands in current bus stop location for children and the elderly using these facilities we have

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Social Media

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Complete the survey



Response No:  
100

Contribution ID: 25431

Member ID:

Date Submitted: Jun 01, 2024, 08:15 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

I can't support something of which there is no real details.  
Because of this I choose to reject the current draft and hope council will give us a second draft using residents feedback and more innovative proposals.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
101

Contribution ID: 25430

Member ID:

Date Submitted: Jun 01, 2024, 07:51 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

There is no detail here - the concept is good but you may roll it out ineptly.  
From my perspective the highest priority is to connect the Diamond Creek trail to the rest of Wattle Glen safely for children on bicycles
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
102

Contribution ID: 25429

Member ID:

Date Submitted: Jun 01, 2024, 07:15 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

We have no serial we need second draft with actual plans.
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

There are better ways
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
103

Contribution ID: 25428

Member ID:

Date Submitted: Jun 01, 2024, 06:46 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

No detail as to what is proposed
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

3
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Do not change the character of the area with undue traffic management
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
104

Contribution ID: 25426


Member ID:

Date Submitted: Jun 01, 2024, 11:27 AM

Q1	Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?
Multi Choice	No
Q2	If No or Somewhat, why?
Long Text	We have no detail and asked to support ending problems without any solutions. If this proposal was to ruin the character of Wattle Glen the town will be in uproar
Q3	How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?
Multi Choice	2
Q4	How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?
Multi Choice	2
Q5	Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
Long Text	Consider open land purchase as this will not only give something back to Wattle Glen community who when it comes to nillumbik are the forgotten suburb all funds are spent on dc, Eltham etc meanwhile we have the oldest park in Melbourne and nothing has been sent to add to the area for the community
Q6	First Name
Short Text	
Q7	Last Name
Short Text	
Q8	Email
Email	
Q9	How did you hear about this consultation?
Multi Choice	Email

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Complete the survey



Response No:  
105

Contribution ID: 25425

Member ID:

Date Submitted: Jun 01, 2024, 11:19 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

We are being asked to support something of which we have no detail.  
  
I request council submits a second draft and I included solutions to initial residents feedback and a fai and o jet dive evaluation of more innovative proposals
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Wattle Glen residents more innovative proposals
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
106

Contribution ID: 25424

Member ID:

Date Submitted: Jun 01, 2024, 10:38 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Something needs to be done urgently or lives will be lost.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
107

Contribution ID: 25423

Member ID:

Date Submitted: Jun 01, 2024, 10:35 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No
- Q2

Long Text

If No or Somewhat, why?

I like it now
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

0
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

0
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

reynolds rd needs a limit on trucks
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Word of mouth

Response No:  
108

Contribution ID: 25421

Member ID:

Date Submitted: Jun 01, 2024, 09:39 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The problems def need to be resolved Only thing I am concerned about is this realm doesn't state how you plan to make these changes. The country town vibe and nature of Wattle Glen needs to be preserved under all costs so if there is a way to connect these without destroying the character of the town then all for it
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
109

Contribution ID: 25420

Member ID:

Date Submitted: Jun 01, 2024, 09:07 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Connecting wattle glen peppers paddock to the path on the other side of the station that goes to hurstbridge and diamond creek must be a factor. Crossing the main road and then walking down Wilson's road is so dangerous.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
110

Contribution ID: 25419

Member ID:

Date Submitted: Jun 01, 2024, 08:35 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Letter

Response No:  
111

Contribution ID: 25418

Member ID:

Date Submitted: Jun 01, 2024, 07:11 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Connecting the train station to dct should be a priority. Currently there is no footpath hence very dangerous
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media



Response No:  
112

Contribution ID: 25417

Member ID:

Date Submitted: May 31, 2024, 10:06 PM

- Q1

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Multi Choice

Somewhat
- Q2

If No or Somewhat, why?

Long Text

It's a bit of a joke with so much Diamond creek centric crap in it. It's NOT a diamo review, but it's been hijacked!!
- Q3

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

Multi Choice

4
- Q4

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

Multi Choice

4
- Q5

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Long Text

Link the DCT to Peppers paddock, provide a walkable path between peppers paddcok and the Lorimer Rd bus stop...the rest of it is garbage with no relevance to Wattle Glen residents,.....getting shafted again with Diamo centric stuff. What horses use this area??, so minimal as to not be worth wasting money on some self entitled rich mugs hobbies!!  
Is it true some [REDACTED] is proposing to pit traffic lights at the WG roundabout??, it's a very well functioning intersection as it is, lights will only slow it down!!!
- Q6

First Name

Short Text

[REDACTED]
- Q7

Last Name

Short Text

[REDACTED]
- Q8

Email

Email

[REDACTED]
- Q9

How did you hear about this consultation?

Multi Choice

Email

Response No:  
113

Contribution ID: 25414

Member ID:

Date Submitted: May 31, 2024, 08:02 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

The two major roads speed limit is too high in front of peppers paddock and the train station. Whenever I try to walk across those roads I feel unsafe with how fast the cars drive along there. 2 tunnels to walk under the road from peppers paddock to the primary school and station would dramatically improve safety.

The surface of the bike lanes also need to be improved towards Hurstbridge to improve safety and increase use of cycling. The bike lane through the round about could also be improved.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
114

Contribution ID: 25413

Member ID:

Date Submitted: May 31, 2024, 07:58 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Somewhat
- Q2

Long Text

If No or Somewhat, why?

I think there needs to be more than just connecting what we have to each other. What about connecting the wide WG community to the existing infrastructure? What about adding some services and infrastructure?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

I'd like to see paths connect the community so [REDACTED] Lorimer Road can safely walk to Wattle Glen Station.
- Q6

Short Text

First Name

[REDACTED]
- Q7

Short Text

Last Name

[REDACTED]
- Q8

Email

Email

[REDACTED]
- Q9

Multi Choice

How did you hear about this consultation?

Social Media

Response No:  
115

Contribution ID: 25412

Member ID:

Date Submitted: May 31, 2024, 07:47 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current draft Framework and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent and includes solutions to residents feedback and a fair and objective evaluation of [REDACTED] more responsive and innovative proposals. [REDACTED] our suggestions appeared to be received with interest and appreciation. Sadly the latest draft is devoid of our concern for maintaining and securing the precious rural character we love about Wattle Glen. We are not Diamond Creek and don't want to be.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

2

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural environmental setting, my above 2 mandatory ratings are meaningless and should more correctly be registered as BLANKS, as I cannot rate something that lacks meaningful detail and transparency and misses important opportunities for trails and protecting the natural environment. It would be despairing to see our rural character decimated by the intrusion of traffic lights and more unsightly signage and street lights lighting us up like a football oval. We are a rural gateway. Please save us from more ugly infrastructure that takes no notice of what the community wants.

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Other: Friends of group

Response No:  
116

Contribution ID: 25410

Member ID:

Date Submitted: May 30, 2024, 07:38 AM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

These requirements go beyond "connecting the community to ..." to one of safety  
Every crossing of Main-Hurstbridge road, is fraught with danger, even more so in the dark.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email

Response No:  
117

Contribution ID: 25409

Member ID:

Date Submitted: May 29, 2024, 08:20 PM

Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

No

Q2

Long Text

If No or Somewhat, why?

There is no greater risk to foot, cyclists or horses than any other road in the community.

Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

1

Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

1

Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Q6

Short Text

First Name

Q7

Short Text

Last Name

Q8

Email

Email

Q9

Multi Choice

How did you hear about this consultation?

Email

Response No:  
118

Contribution ID: 25408

Member ID:

Date Submitted: May 29, 2024, 07:55 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

5
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)

Roundabout at Mannish Rd and reduced speed to 60km per hour is critical as part of this solution.
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email

Response No:  
119

Contribution ID: 25407

Member ID:

Date Submitted: May 29, 2024, 06:19 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

4
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

2
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email



Response No:  
120

Contribution ID: 25406

Member ID:

Date Submitted: May 29, 2024, 05:19 PM

- Q1

Multi Choice

Do you support the draft framework's key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?

Yes
- Q2

Long Text

If No or Somewhat, why?
- Q3

Multi Choice

How important are the draft framework's key initiatives to improving the public realm of Wattle Glen?

5
- Q4

Multi Choice

How urgent is it to develop solutions to the draft framework's key initiatives and to deliver public realm improvements on the ground?

4
- Q5

Long Text

Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)
- Q6

Short Text

First Name
- Q7

Short Text

Last Name
- Q8

Email

Email
- Q9

Multi Choice

How did you hear about this consultation?

Email

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
**Attachment 7. Wattle Glen Public Realm Framework - Consolidated Survey Submissions 'Free Form' Content Redacted**

Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

Contribution ID	Do you support the draft frameworks key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?	If No or Somewhat, why?	How important are the draft frameworks key initiatives to improving the public realm of Wattle Glen?	How urgent is it to develop solutions to the draft frameworks key initiatives and to deliver public realm improvements on the ground?	Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)	First Name	Last Name
25834	Yes		4	5	<p>Regarding Initiative #1, to fully connect the Wattle Glen community to the Wattle Glen Train Station, the School and Wattle Glen facilities, the plan needs to be extended to at minimum Kamarooka Drive, which is in Wattle Glen and is also part of the Wattle Glen Primary School catchment zone.</p> <ul style="list-style-type: none"> <li>- There is currently no safe way for residents at the Reynolds Rd end of Kamarooka Drive to walk, or for children to walk or ride, to connect with the current endpoint for initiative 1 at Wattle Glen Primary School.</li> <li>- Currently despite being between 70 and 200m from Wattle Glen Primary School and Wattle Glen Community Locations (eg the Tennis Club, Scouts), the only options for residents are to (1) drive to their destination, or (2) walk or ride an extended way out of their intended route by travelling along Kamarooka Drive to Main Hurstbridge road and around.</li> </ul> <p>Currently the Diamond Creek Trail is largely inaccessible to residents of Wattle Glen unless residents travel in to Diamond Creek to join the trail. This requires an additional entry/connection point on Main Road, on the Diamond Creek side before the Roundabout connecting Main Hurstbridge Road and Kangaroo Ground-Wattle Glen road.</p> <p>While initiative 1 seeks to connect at Wilson road:</p> <ul style="list-style-type: none"> <li>- this is out of the main Wattle Glen area particularly for residents at the top end of Reynolds Road and Kamarooka drive. This also requires residents to wish to leverage the trail to reach Wattle Glen community locations (eg Tennis Club, Scouts) to go out of the Wattle Glen central zone and come back in to the area.</li> <li>- This also requires crossing of at least 3 points across main arterial roads, meaning that the useability and safety for children and teenagers is significantly reduced with just this connection point. An egress along Main road leveraging a single crossing point (perhaps as an overpass, for example) would increase safety and useability for families with young children and independent children and teenagers wishing to access the Trail.</li> </ul> <p>Noting the increased traffic on Reynolds Read and increased enrollment at Wattle Glen PS, the strategy requires an additional school crossing point on Reynolds Road.</p>		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
**Attachment 7. Wattle Glen Public Realm Framework - Consolidated Survey Submissions 'Free Form' Content Redacted**

Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

Contribution ID	Do you support the draft frameworks key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?	If No or Somewhat, why?	How important are the draft frameworks key initiatives to improving the public realm of Wattle Glen?	How urgent is it to develop solutions to the draft frameworks key initiatives and to deliver public realm improvements on the ground?	Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)	First Name	Last Name
					<p>Noting the current design of Main Hurstbridge Rd for speed, the speed limit and road design needs to be altered to reduce the speed limit and ability to travel at speed approaching the roundabout on both sides.</p> <p>Noting there are bus stops on both sides of the major arterial road, the solution for connectivity needs to consider and mitigate the safety risks of the community moving between bus connections at pace. As part of the long term strategy replacement of bus stops in the area may be required; alternatively, connectivity might be supported with a community bus connection.</p>		
25833	No	The lack of specific detail, or any detail, about what the 'connections' and 'links' are going to be are very concerning. I will not support measures that are vague or have obscured intentions.	0	0	Rather than focus on an area that has amenities and reasonable infrastructure, focus on areas that need addressing; for instance the fact that Diamond Creek has significant bottle neck of traffic due to only have one major and direct thoroughfare, or considering the immense danger of the Civic Dr roundabout, with peak hour traffic and the viability of turning it into a traffic light intersection that will improve traffic flow.		
25829	Somewhat	<p>- Connecting the Wattle Glen community to Diamond Valley College and the Community Bank Stadium (community infrastructure not offered in Wattle Glen).</p> <p>- Improving the existing shared path connection from DCT through Diamond Valley College and the Community Bank Stadium to Main Hurstbridge Road to better connect Wattle Glen and Diamond Creek.</p> <p>- Connecting the DCT to Diamond Creek train station to better connect Wattle Glen to Diamond Creek.</p> <p>Regarding the above connections, I believe these already exist, and whilst they may not be perfect, they appear representative of typical footpath connections and are adequate for most needs. I would support these as secondary initiatives acknowledging the opportunity for improved accessibility for all-abilities and improved shared</p>	4	5	<p>Aside from safety and connectivity the other key pillar of the feedback from the previous consultation round was preserving Wattle Glen's small town, leafy character. I believe it is important to ensure that key initiatives incorporate this pillar from the early stages through to design and implementation. I would like to see words to the effect of improved connections adhering to context-sensitive development, respecting and enhancing the township character and rural feel and ensuring treatments are not 'over-developed' or poorly located, such as the recent, largely unused, eyesore, rail carpark by VicTrack.</p> <p>I hope that the Council will use the feedback from Wattle Glen residents who battle these connectivity challenges daily to advocate for the township's best interests and not allow DTP to bully parties with decision-making power into character-destroying overdevelopment or pseudo-priority items. I'm pleased that the Council is engaging with DTP to ensure that residents' active transport needs are met and that the importance of Wattle Glen's character is championed</p>		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
**Attachment 7. Wattle Glen Public Realm Framework - Consolidated Survey Submissions 'Free Form' Content Redacted**

Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

Contribution ID	Do you support the draft frameworks key initiatives to improve Wattle Glen's safety, connectivity and sense of place at this early stage of planning?	If No or Somewhat, why?	How important are the draft frameworks key initiatives to improving the public realm of Wattle Glen?	How urgent is it to develop solutions to the draft frameworks key initiatives and to deliver public realm improvements on the ground?	Is there any additional feedback you would like to provide? (Alternatively, you can provide a written submission via the link below.)	First Name	Last Name
		use, but would prefer to see the remainder of the proposed items listed as the key initiatives in that there is currently no, or comparatively insufficient, connectivity. In light of funding uncertainties, I would prefer to see key initiatives as those that are absolutely essential for improved safety and connectivity (Wilson Rd, crossing the main rd to the train station North of the roundabout, connection of the DCT to GW trail, connection of Peppers Paddock to WGPS). 'Nice-to-have's' should be clearly separated from key initiatives to prevent a situation where existing footpaths are re-done yet funding prohibits all initiatives being completed and the crucial and unsafest missing links such as a Wilson Rd footpath are not completed. Missing links should somehow be identified as the clear priorities.			<p>throughout a collaborative development process.</p> <p>A further point, perhaps relevant or perhaps not, is that the current roundabout at H-K Rd/KG-WG Rd works exceptionally well in peak hour traffic in my opinion. As a dog-walker and a motorist, I feel it is safe for cars and facilitates efficient traffic flow, and the pedestrian islands make it easy to cross safely. I've never seen an accident or had trouble crossing in my eight years in Wattle Glen, and I'd be disappointed if this intersection was changed to something that reduced traffic and pedestrian flow. Whilst I understand this consultation is not for treatment ideas, I would like to suggest that the success of this setup at the main intersection could provide similar benefits for the Wilson Rd/Mannish Rd intersection.</p>		
25827	No	Not enough information has been provided by Council. These comments are too ambiguous to warrant a definitive response.	2	2	Urgency is not the issue. The matters addressed to council in the 2021 Draft have NOT been included in this document. The three year issues that need to be addressed have NOT been 'Championed' by our elected representative in the Bunjil ward.		
25826	Yes		5	5	<p>My family has been crossing Main Hurstbridge Road to access the Railway Station, for over 40 years, the volume of traffic has greatly increased recently. A safer way to cross that road is absolutely required.</p> <p>There is no safe access to the shared trail from anywhere on either side of Main Hurstbridge Road because there is no footpath, or room to move off the road, at the intersection with Wilson Road. Drivers aren't aware that there may be pedestrians just off the edge of the road, or even on it where the verge is muddy and rough. Given that there's no easy access to Peppers Paddock or to the cafe from the Diamond Creek Trail, it's ridiculous that there are signs on the trail pointing to food being available there.</p> <p>Turning right in a vehicle from the Railway Station or from Wilson Rd. is very dangerous and often you need to wait a long time for a break in traffic both ways. The sight lines are obscured by the bends in the road and vegetation.</p> <p>I think a roundabout at the intersection would make both of these right turns much safer - we could turn left from the station carpark and U-turn at the Mannish Rd. roundabout. It</p>		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
**Attachment 7. Wattle Glen Public Realm Framework - Consolidated Survey Submissions 'Free Form' Content Redacted**

Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

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					would also reduce the speed of vehicles between the two roundabouts, making it safer for pedestrians to cross. I'm not in favour of traffic lights.		
25824	No	What is needed desperately is a flashing light pedestrian crossing outside Wattle Glen Station. Again, we desperately need a footpath from the corner of Wilson Rd and Main Hurstbridge/Kinglake Rd to the rail crossing. Easily solve the Wattle Glen Train station exit problem by making it left turn only and put a roundabout at the intersection of Wilson Rd and Main Hurstbridge/Kinglake Rd.	2	2			
25822	No	What we need is a flashing light pedestrian crossing (same as Hurstbridge) out side Wattle Glen station. We also need a footpath from Main Hurstbridge/Kinglake rd down Wilson Rd to the rail crossing. A simple solution to the Wattle Glen train station exit is to make it left turn only and put in a roundabout at Wilson Rd and Main Hurstbridge/Kinglake rd to allow traffic to head back into Wattle Glen or Diamond Creek.	2	2			
25818	No	The current framework lacks sufficient detail and does not expand on consequential repercussions of the key initiatives. In addition, greater transparency and alternative options should be included to offset potential problems with the current plan. It would be great if the primary focus is the integrity and conservation of environmental principles inherent within the native flora and fauna within the Wattle Glen area; combining the need for residential input and collaboration with traffic safety protocols (a roundabout at the bottom of Mannish Road, Wilson Road and Heidelberg-Kinglake Road intersection). This input is not evident in the current draft and it would be advisable for a second draft to be prepared which addresses these issues and reflects residential input (and environmental consideration).	2	2	The retention of Wattle Glen's rural character and protection of local flora and fauna is paramount - residents of Wattle Glen are opposed to development such as that which has occurred in Diamond Creek (increase in traffic due to the expanded sporting facilities). Wattle Glen residents wish to retain the original character of the area, and limit development to the expansion of local trails and the addition of a roundabout (only - no traffic lights) at the Mannish Road intersection to facilitate traffic exiting and entering Heidelberg-Kinglake Road from Mannish Road and Wilson Road (recreational users as well as through traffic from the Doreen/Mernda area). This represents a pivotal moment in history for a unique and precious part of The Green Wedge within the Nillumbik Shire - the key initiatives must reflect the interests of the local community as well as the protection/conservation of the local environment. Development must be conservative and change cognisant of the environmental impact on an area which is vital to the		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
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Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

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					retention of The Green Wedge and the fight against climate change.		
25803	No	<p>We are being asked by Council to support something that lacks meaningful detail and transparency.</p> <p>GOVERNANCE PROBLEMS</p> <p>1. Although Council states 'Community engagement is a strong and central pillar of the project, and the project seeks to contribute to continuous improvement and innovation in community engagement' [PCC.031/21], this Wattle Glen Public Realm Framework [WG PRF] Project appears to suffer poor governance issues, with not a fair and reasonable process, and a Council apparently not genuinely interested in community engagement and consultation.</p> <p>2. Previous community experiences with government agencies in Wattle Glen have delivered poor outcomes, and based on dodgy community consultation processes, have been devastating on community morale; and this Council WG PRF process is similarly questionable and undermining of community trust in government.</p> <p>3. After three long years in the making, and now, with an unfair and very short three weeks' public exhibition and feedback period (with community questions about it going unanswered), the community is being presented a very vague outline of a plan, from which all original details are lost; which provides no solutions to community concerns - even to those within Nillumbik Council's own jurisdiction; and which is inadequately framed, lacks transparency and fails to mention major DTP (urbanising) infrastructure plans bound to have major impacts on Wattle Glen's Public Realm, secretly being prepared</p>	2	2	<p>"How urgent?" seems a meaningless question as any WG PRF actions are all dependent on DTP and getting DTP funding; and according discussions at the 11Jun24 workshop, realistically - Wattle Glen not being a priority in DTP books (unless there is a local road death), that's not expected to happen any time soon - so in this context, the question seems somewhat disingenuous .....?</p> <p>Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as provided by the Wattle Glen Residents Association's more innovative proposals for trails, for the natural environment, and for the future of Wattle Glen.</p> <p>Additionally, I wish to provide the following feedback:</p> <p>MORE APPROPRIATE GUIDING (CONCEPT DESIGN) PRINCIPLES ARE NEEDED FOR THE NON-TRANSPARENT DTP PROJECTS</p> <p>1. The new guidelines should address aspects so that:</p> <ul style="list-style-type: none"> <li>- A road and network design that promotes safe 'multi-modal' road usage (away from cars); (eg. at roundabouts, intersections or road crossings) prioritises non-motorists (pedestrians, cyclists, e-bikes and horse riders); minimises signage and lighting; ensures wildlife-friendly fencing; and maximises vegetation, is delivered.</li> <li>- 'Green' rather than 'grey' infrastructure design approaches and principles are incorporated wherever possible, and the road-reserves' landscaping plans are based on the same design approaches and principles, and are integrated with the road and network plans.</li> </ul>		

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		<p>behind the scene, and which change the premises of this Public Realm Project.</p> <p>Simultaneously, already at this non-transparent, 'formative and early (CM.042/24, Draft WG PRF for exhibition) stage' of planning, the community is being asked to relinquish all agency to (and to trust) juggernaut authorities (DTP and Council), and opportunities for further input or collaboration - until all has been decided and 'specific detailed proposals are presented for community feedback prior to their implementation'. Notably, Council's promise in 2021 (PCC.031/21) to liaise with community groups did not happen either (refer WGRA submission for details).</p> <p>Council states:</p> <ul style="list-style-type: none"> <li>- That at this "formative" and early stage, it "closes the loop" on the project's first round of community engagement", and that it "is not requesting specific community input on possible solutions to the key initiatives outlined in the draft framework".</li> </ul> <p>Thereby Council is also seemingly refusing to consider other community proposals, such as the WGRA's "New Open Space for Wattle Glen" proposal, of which no details have ever been able to be provided to, or assessed by this PRF Project.</p> <ul style="list-style-type: none"> <li>- That it merely seeks community answers to seemingly meaningless (certainly in this current PRF context) questions 'to assess the community's degree of support and level of importance and urgency regarding key initiatives and their implementation'.</li> <li>- That concept design work (not yet scoped or budgeted; and expected to span one to two years) will be undertaken by an urban design/traffic consultancy team, in consultation with DTP and VicTrack.</li> <li>- That "specific detailed proposals will be</li> </ul>			<p>- Avoids formal landscaping as have recently taken place at the new car parking at the roundabout, and like the tree planting around the new 'Rapid Earth Fault Current Limiter' building at the HB-KL-Wilson Roads' corner.</p> <p>RECOGNISE WATTLE GLEN AS A GREEN WEDGE TOWNSHIP AND AS A 'GATEWAY TO THE GREEN WEDGE, YARRA VALLEY AND TRAILS'</p> <p>2. The Draft PRF needs to clearly (i) define Wattle Glen's sense of place and identity as a Green Wedge township and as a 'Gateway to the Green Wedge, Yarra Valley and trails' and (ii) outline the central importance to the future of Wattle Glen of recreational trails, cycling and e-bikes, and the need to deliver a "world class" trails network (Northern Regional Trails Strategy 2022).</p> <p>RECOGNISE FUTURE TRENDS, AND FAIRLY AND OBJECTIVELY EVALUATE THE WATTLE GLEN RESIDENTS' ASSOCIATION'S "NEW OPEN SPACE FOR WATTLE GLEN" [WGRA NOS4WG] PROPOSAL</p> <p>3. Important future trends, such as the steeply-rising popularity in cycling and especially of e-bikes, as well as the strategic need for modal (transportation) shifts (away from cars), need to be anticipated, both in relation to the Draft Framework's decision to align the regional trails' link via the train station car park and along the train tracks, and the non-transparent major DTP infrastructure plans.</p> <p>4. Especially in light of the above mentioned trends, the Draft Framework's strange decision to link the two regional trails via Wattle Glen's Train Station Car Park - and so dangerously mixing the many-varied users (runners, kids on bikes, e-bikes, dog walkers, horse riders amongst parked and moving cars) is surely asking for trouble and irresponsible?</p> <p>5. The Draft WG PRF should recognise an original key finding by the 'Understanding Phase' Consultants Report 15Oct2021 [PCC.031-21] that the connectivity of the township can be enhanced by providing areas for recreation and social</p>		

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		<p>exhibited for community feedback prior to their implementation".</p> <p>4. Ergo, nothing is going to happen, and all is put on hold indefinitely till DTP funding becomes available.</p> <p>5. The three key themes as currently defined in, and framing, the Draft PRF are too vague - they were defined without knowledge of, and are insufficient in relation to the large, non-transparent DTP infrastructure projects and their development to a 'concept design' stage; and do not assure that the design of the new road network, infrastructure, and facilities will be as low-key as possible and sensitive to our natural environment, our township's Green Wedge character, and our community aspirations; and are likely to repeat the Wattle Glen community's previous experiences with juggernaut government agencies, and to lead to conventional and mediocre outcomes and missed opportunities to demonstrate innovative design in Wattle Glen's public realm.</p> <p>In summary. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that: better and more fairly prepares the future directions of the WG PRF Project; is transparent; outlines timelines; includes solutions to initial residents' feedback; includes on-going inclusive collaborations with all stake holders; includes a fair and objective evaluation of Wattle Glen Residents Association's 'New Open Space 4 WG' proposal; includes a Council advocacy commitment to other responsible authorities (eg. reducing speed limits and fixing potholes along the arterial roads; and for the WGRA's new 'state and federal job guarantee' proposal to efficiently</p>			<p>engagement, and open spaces.</p> <p>6. The Draft PRF should include a recommendation to fairly and objectively evaluate the Wattle Glen Residents' Association's "New Open Space for Wattle Glen" proposal, which enables a much safer, more scenic and engaging link and the creation of a "world class" trails network, and for which very strong strategic and policy justifications exist.</p> <p>DELETE THE THIRD "KEY STRATEGIC INITIATIVE" RELATING TO DIAMOND CREEK</p> <p>7. A third, excessively-weighted "key strategic initiative" and related actions intending to forge stronger links between 'Wattle Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond', should be deleted from the WG PRF, as they are contrary to community sentiment to retain and strengthen WG's distinctive Green Wedge township character separate from Diamond Creek township, and which are outside WG's Public Realm. They should be noted for attention when Diamond Creek strategies and plans are next updated, and in this WG PRF at most, they should be treated and weighted the same as all other issues raised '2021, 1st round of community consultation'.</p>		



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		and effectively address the ever-worsening environmental problems in the area).					
25801	No	<p>We, the Wattle Glen Residents' Association, are being asked by Council to support something of which we have insufficient detail. Given the lack of meaningful detail and transparency, we reject the current Draft Framework, that effectively puts everything on hold indefinitely till DTP funding becomes available.</p> <p>We request that Council prepares a second Draft for re-exhibition and public feedback that:</p> <ul style="list-style-type: none"> <li>- Is transparent about major DTP plans secretly being prepared behind the scenes, but which are bound to have big impacts on Wattle Glen's public realm, and which change the premises of this Public Realm Project.</li> <li>- Is appropriately framed, and includes guiding 'concept design' principles that recognise the central importance (to the future of Wattle Glen) of recreational trails, future trends regarding cycling and e-bikes, and delivering a "world class" trails network.</li> <li>- Provides immediate actions on all residents' safety concerns and opportunities to enhance our township identity within its own jurisdiction.</li> <li>- Deletes a third, excessively-weighted "key strategic initiative" and related actions intending to forge stronger links between 'Wattle Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond', as they are contrary to community sentiment to retain and strengthen Wattle Glen's distinctive Green Wedge township character separate from Diamond Creek township, and which are outside Wattle Glen's Public Realm. They should be noted for attention when Diamond Creek strategies and plans are next updated, and in this Draft Framework at most, they should be treated and weighted the same as all other issues raised in the '2021, 1st round of community consultation'.</li> </ul>	2	2	<p>Wattle Glen Residents' Association</p> <p>Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, our above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as we cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Association's more innovative proposals for trails and the natural environment.</p> <p>We request that Council prepares a second Draft for re-exhibition and public feedback that:</p> <ul style="list-style-type: none"> <li>- Delivers a road and network design that promotes safe 'multi-modal' road usage (away from cars); considers (eg. at roundabouts, intersections or road crossings) prioritising non-motorists (pedestrians, cyclists, e-bikes and horse riders); minimises signage and lighting; and maximises vegetation.</li> <li>- Avoids traffic lights and lighting generally, and retains the existing roundabout (with possible modifications); and recognises the inherent advantages of roundabouts in promoting natural traffic flows - rather than the 'stop-start' of traffic lights; incorporating a vegetated central island (to break up the asphalt expanses); and offering greater versatility - eg. allowing the option to u-turn at roundabouts, when cars and other road users are facing difficulty in making a right-hand turn when exiting the train station car park or residential drive-ways along HB-KL Rd.</li> <li>- Provides timelines.</li> <li>- Avoids the poor outcomes (eg. as recently delivered in Wattle Glen by the State Government's Big Build project - specifically the new car park poorly located at the KG-WG Road roundabout), and includes on-going inclusive collaborations with all stake holders.</li> <li>- Includes a Council advocacy commitment to other responsible authorities (eg. to reduce traffic speed to 50-60kmh).</li> </ul> <p>Please refer the WGRA written submission lodged separately for further explanations and details.</p>		

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		- Instead of linking the Diamond Creek Trail to the Green Wedge Trail via Wattle Glen's Train Station Car Park and along the train tracks - which the WGRA believe so mixing the many-varied users (runners, cyclists, e-bikes, kids on bikes, dog walkers, and horse riders amongst parked and moving cars) is unsafe, recommends a fair and objective appraisal of Wattle Glen Residents Association's 'New Open Space for Wattle Glen': that Council, with the help of government grants, buys vacant, rural land at the centre of our township to create a reserve for community and wildlife, that can also safely link the two recreational trails. This would be fantastic for off-road trail users as well as for future generations.					
25797	No	<p>Thank you for the opportunity to respond.</p> <p>I don't think there is any issue with Wattle Glen being connected externally to Diamond Creek. We are already well serviced by roads and paths to Diamond Creek. This was not raised at the workshop I attended, and everyone I have spoken to is confused about why this has been added. I'm sorry but to be honest this kind of smells like it is related to some other council agenda. Rather than this being about Wattle Glen, this seems like it is being used as an argument to seek funding to improve access to the path for Diamond Creek residents, via the community stadium.</p> <p>The notion of sense of place is a subjective one. Who gets to define our sense of place? Residents? Council? DTP? How does council define our sense of place? There is no mention here of preserving Wattle Glen's rural character and enhancing its distinctiveness, which I know were things raised at several workshops. Diamond Creek is essentially a traffic jam wrapped in a car park. We don't want Wattle</p>	0	0	<p>Not sure how to answer the previous two statements when I don't agree with the fundamental premise so putting zero against both.</p> <p>It is urgent that we have good made pathways on both sides of the WG/KG road so that we don't have to walk through mud to get to the station. It is urgent that this road can be crossed safely at several sensible points.</p> <p>It is urgent that we are able to get to the bike path and oval without having to risk being hit by cars turning in to Wilson Rd.</p> <p>It seems very sensible to have traffic calming via roundabouts at the KG/Valley Road as well as the Mannish Road intersections.</p> <p>Most importantly, it is urgent to mitigate the risks around accessing the station. But it is also important that any plans are developed with open, well intentioned and receptive consultation with the community. It doesn't need to be just a case of shoving traffic lights in there and walking away. Council officers and DTP need to just calm down on that one. Yes we want to be able to cross the road but we also want to preserve what rural character we have left - especially after the disaster of the station car park development.</p>		

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		Glen to be considered Diamond Creek east - which this document kind of implies.  As for the other key initiative- there is no detail. Yes obviously internal connectivity and safety is important. But what are you asking me to express support for? It is very vague.					
25774	No	We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of Wattle Glen Residents Association's more innovative proposals.	2	2	Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Association's more innovative proposals for trails and the natural environment.		
25770	Somewhat	I don't think that Wattle Glen is severely disconnected externally or internally. There are a couple of important things to do that would improve safety for pedestrians on our roads and paths though.	4	4	Linking Wattle Glen to the DCT through the train station would only be a good idea if traffic was slowed down along that section of road. I'm in favour of a round-about and pedestrian crossing at the corner of Manish road to help with this. I'd prefer another round-about than traffic lights to keep with the neighbourhood character. Also need a pedestrian pathway from Main road along Wilson road for safer access to DCT and oval.		
25769	No	We are being asked by council to support something of which we have no detail.  Given the current lack of meaningful detail and transparency, I reject the current draft framework, and request that council prepares a second draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of Wattle Glen Residents Association's more innovative proposals.	2	2	Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as 'blanks', as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such a Wattle Glen Residents Association's more innovative proposals for trails and the natural environment.		
25761	No	I don't think it is disconnected and I don't support any changes requiring vegetation and fauna habitat removal, it will be contributing to death by 1000 cuts impacts on natural values we see happening continuously around us. In the last 10	0	0	Wattle Glen's most important asset is native vegetation and threatened flora and fauna e.g Powerful Owls. Removal of vegetation, increased noise and potentially light from any kind of works or development destroys habitat. We need to address habitat loss and the high number off species		

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		years many large, amazing, slow growing trees have been cut down around Wattle Glen, particularly on private property, also as part of the works for the Diamond Creek trail, and on the land occupied by Wattle Glen primary school. What needs to happen is serious ongoing weed control and replanting with native vegetation.			extinctions that are continuing to occur in Victoria, not add to the problem. We need to stop development, not plan more, and we need to apologise to the next generation for the extensive damage done so far, we need to say sorry, and start fixing it, not continue to destroy nature. Willful ignorance is not an excuse!		
25755	Yes		4	5	In principle, the safety/connectivity/sense of place key initiatives are good, realizing them effectively and in a timely manner will be the challenge. Also, it will be important that the focus on these initiatives does not hamper other important, basic improvements in the Wattle Glen area: reduction of the speed limit at particular points (leading up to the major Wattle Glen roundabout, for example); sufficient lighting along main roads and certain residential stretches; footpath leading up to the Wattle Glen trail from the main road, etc. The longer-term vision of the framework has merit but so, too, do key safety considerations that need to be implemented now. As good as it would be to have them integrated in the framework's vision/scope of works, the timings do not coincide.		
25740	No	Vague, no details.	2	2	I'm willing to bet the people whining about Wattle Glen are new residents, they bring with them the typical concrete suburban mind set of i.e. wanting to cut down trees on their property as 'the leaves are such a nuisance'.		
25739	Somewhat	I think the draft framework is vastly overstated. One would think the residents of Wattle Glen have totally restricted access to Diamond Creek and the outside world. We CAN walk, bike ride and drive to Diamond Creek even without using the Trail, there are already footpaths in place. The main problem is crossing the road to get to the train station and the Trail. ONE pedestrian crossing would solve this problem and give access to both. Lowering the speed limit through Wattle Glen as ALL other townships in the area have already done would help enormously, hopefully before someone is killed.	2	2			
25738	Yes		5	5	Safely connecting the Wattle Glen community to the train station and the DCT are key elements - these two pieces of infrastructure are beneficial to the area however accessing them is extremely difficult and likely reducing their use.		

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25733	Yes		5	5	<p>Thank you for the significant work already done to present this framework to the Wattle Glen community. I bring to your attention that improvements to the non motor vehicle access to all areas of our community must include mobility scooters and other mobility aids including assistance dogs walking alongside a mobility scooter, into consideration, specifically along the Green Wedge Trail.</p> <p>I live in Lorimer Road and would hugely appreciate being able to safely cross the Kangaroo Ground Wattle Glen Rd to access the Green Wedge Trail to progress on to the Diamond Creek Trail on foot or using my mobility scooter. As it is now, I would be taking a huge risk crossing the KGWG Rd at my slow walking pace, let alone doing so on my mobility scooter, and clearly, the Green Wedge Trail is entirely unsafe and unusable for anyone with mobility issues.</p> <p>I am currently a fully licensed driver, however in times to come either my health condition or advancing age may require me to relinquish the freedom driving now offers me. Without mobility scooter access to the community, I will be limited to staying within the confines of my own property or completely reliant on others to support my community access - and that is not acceptable to me and I am sure to others in a similar situation to myself.</p> <p>There are some simple solutions to making the community equally accessible to all residents, and I would appreciate serious consideration of the following safety and accessibility improvements:</p> <ul style="list-style-type: none"> <li>- the Green Wedge Trail becoming a safe, broad pathway on even ground from the intersection of the KGWG Road and Lorimer Road to whatever linkage is created to access the Diamond Creek Trail, Wattle Glen Station and the remainder of the Wattle Glen community.</li> <li>- adding a suitable speed limit sign to Lorimer Rd to facilitate an application to VicRoads (or the relevant Minister) for the 60km speed zone to be extended past the KGWG Road / Lorimer Road intersection. As it stands now, the 80km limit at the intersection cannot be changed because without a speed limit sign of any kind, Lorimer Rd is deemed by Vicroads to be a 100km road. On enquiry, Vicroads advised me that no road with a 100kmh speed limit is allowed to intersect with a road with 60km speed limit. Notably, any change in speed zones</li> </ul>		

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					must be approved by the Minister. - partnering with VicRoads to support the redesign of the KGWG Rd / Lorimer Rd intersection to incorporate a safe turning lane from both directions of the KGWG Rd. These last two changes would make it safer for all drivers and pedestrians, including mobility aid users to confidently and safely cross the main road by reducing the speed of traffic at the intersection, hence improving access to the Green Wedge Trail. Thank you for your kind consideration of my feedback.		
25722	Yes		3	5	Given that there is a serious housing shortage, and the population growth isnt slowing down, properties within a 5 kilometre radius from Train-station should be considered to be included as part of the urban boundary.,.  Additional businesses could be developed in local area as well.  The Greenwedge remains after that 5 kilometres radius and minimum subdivision development by capping new block sizes to 2 to 5 acres. The new homes add the the rate collection which might provide a small reduction in overall rates for the area, helping families and households overall.  Also, roads in the 5 kilometres from station should be sealed by VicRoads and council to improve traffic conditions overall.  Thank you [REDACTED]		
25720	No	There is no detail provided so there is nothing to support.  I reject your current draft framework. Please prepare a second draft that includes resident's feedback as provided by the Wattle Glen Resident Association.	1	1	Please do not install traffic lights as per your draft framework. The roundabout works fine as is. If required, install another roundabout at the Heidelberg-Kinglake-Wilsons-Mannish Roads intersection.  Please stand up for the Wattle Glens Residents Association aspirations for our area. We live here - we know what the area needs and what works.		
25712	No	I cannot support this plan which seems to be really a sketch of some ideas. There is no clarity about how these ideas would be realised and what the rationale for the so-called analysis is	0	0	The improvements (as far as I can tell from the limited detail) are not urgent at all and would be a major expense, with major disruption to people and wildlife with very little gain.		

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		<p>based on. I was involved in the public consultations at the time - and there is no summary of these consultations or even reference to the fact that they were held. I am offended to think that as a ratepayer I contributed both time and my rates to the engagement of external consultants to undertake the consultation which now appears to be a waste of time. The extremely limited narrative accompanying this plan does not provide sufficient evidence to support the statements made.</p> <p>As just one example - What is the statement "Wattle Glen community disconnected from Diamond Creek major activity centre" based on exactly? There is a train, a bike and walking path, a perfectly adequate footpath along the main road and a direct road, access to the train station is perfectly acceptable for pedestrians as the roundabout provides a natural slowing of the traffic to enable smooth crossing. I can see that this would be difficult for visually impaired people, but if this is the rationale then it is not made apparent.</p>			<p>Wattle Glen residents are attracted to the suburb owing to its rural character and identity as a place where wildlife have some remaining habitat, where the development is kept to a minimum</p> <p>The strong theme of disconnection to the main activity centre of Diamond Creek presented in this framework is NOT consistent with my experience as a WG resident, who is in frequent conversation with others in the suburb. This makes me wonder the basis on which all the conclusions presented in Part A were made.</p> <p>I just don't think we have sufficient detail to provide support for this proposal at this stage and have marked my response to the above questions as 0 accordingly.</p>		
25710	No	<p>We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of Wattle Glen Residents Association's more innovative proposals</p> <p>Like a roundabout at the wilsons/mannish road and not traffic lights. Reduce the speed on heidelberg-kinglake road to make it safer for pedestrians and horse/bike riders.</p> <p>Entry and exit from Silvan road to the main road also needs to be assessed due to the traffic volume, pedestrians commuting to and visiting estia health. To help traffic flow and reduce the</p>	2	2	<p>Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glens rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Association's more innovative proposals for trails and the natural environment.</p>		

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		risk of a serious accident i suggest that it become an exit only. Entry to silvan road via Yates road and exit from Silvan road via Silvan road					
25702	Somewhat	You seem to emphasize connection between Wattle Glen and Diamond Creek more than "Connecting Wattle Glen Internally". There is no mention of connecting Wattle Glen residents safely to the Diamond Creek Trail at Wilson Road. We need a footpath along Wilson Road, to the bridge at least, and a safe place to cross the main road. There was discussion about reducing the speed limit through WG to 60 at the public meeting, and that seems the most logical and economic solution. A refuge in the centre of the road at Mannish Road would also be helpful. There are rumours about traffic lights at Kangaroo Ground road intersection. I would not support traffic lights. It would slow up traffic flow more than a speed limit reduction.	3	4	We have already waited three years since we first put forward our opinions and ideas. No doubt Covid interfered, but it's time to speed things up. I have lived in Wattle Glen for almost 50 years, and I love its special rural character. I don't want to become part of conforming 'suburbia'. I have walked around all parts of WG without fear for my safety, but with increasing traffic, (and deteriorating driver courtesy) I would like the improved safety conditions I mentioned above, while I can still walk. But thank you for the public meetings, it did clarify what seemed a rather vague plan. I know it must be a tough job dealing with DTP.		
25698	Yes		4	4			
25695	No	Given current lack of meaningful detail and transparency .	2	2	Other than the need to provide non - intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, My above 2 mandatory ratings are rather meaningless.		
25693	Yes		5	5			
25692	Yes		5	5	My husband and I were both voting against until we went to primary school tonight and got more clarity there is no doubt in the world this needs to be done asap		
25691	Yes		5	5	This is needed before someone dies		
25690	Yes		5	5	I previously voted no as there was no transparency after listening to presentation at primary school I now realise that we weren't at the solution stage and this will come. I believe there would not be one resident that would not support the idea of this connectivity I think fear of unknown its hurting and they felt burnt from carpark		
25689	Yes		5	5	The Wilson Road access is very important, since it is very dangerous. Of all the other connection points there is already some reasonable access paths. There should also be an		



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					access point the DCT from the main Hurst bridge road, between Wattle Glen and Diamond creek. Currently there an access point at Wattle Glen Station and access point at the Diamond Creek. In all designs i wouldn't spend much time focusing on Horses, in 3 years I might have seen 6 horses on the DCT		
25682	Yes		3	4	11/6/24 To Whom it May Concern, I write having attended the Community meeting on 6th June 2024 at Wattle Glen Primary School. I am 2 years new to the area and was not present at the formation of this project. The presentation was clear and an understanding of purpose and safety focus for community delivered. What I heard was a great sense of mistrust from the community about information delivered. Although many acknowledged the hard work of the team, there is a resounding concern about communication. Continued comments about Collaborationand advocacyfor community have, it appears been thin in evidence over the past few years. Covid may be a reason , but not an excuse to deliver to the people the council serves, important information, in a language and way that they can hear it. As a worker in a Government Sector, I am aware of this responsibility every day. On Thursday I spoke and would like to reiterate my two main points: 1. I believe the Community and Council would benefit from a schedule/timeline (obviously without distinct dates that aren't available). This would set out timelines and expectations of the plan, including when Community Voice could be involved. This would require updating as the project moves. I believe this is a collaborative and respectful approach to sharing next steps. There is no advocacy or collaboration if you are only ticking the box. 2. As Council represents the community, it appears many smaller issues in the area have been sidelined because of this project. Although many of these issues are connected to other stakeholders and cannot be easily dealt with. Some like the Wilson Road Safety issue, which could be worked on by council, would be a great starting point to prove that Council is hearing and working with community. I do find it odd that the Wilson Rd path is so dangerous and that everyone is aware,		

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					<p>yet nothing is done. Surely that comes up on a risk assessment somewhere?</p> <p>Thank you for your time. I look forward to the future communications on this project.</p> <p>Yours Sincerely,</p> <p>[REDACTED]</p>		
25681	Somewhat	It's more important to link the Wattle Glen community to the train station and the DCT than any of the other initiatives. There needs to be a footpath linking the train station to the trail as it's very dangerous currently.	5	5	It would be useful to have a crossing or island on main Hurstbridge road at the bottom of Kamarooka Drive to allow children being dropped off by school buses to cross the road safely. Traffic is going at 70km and children are having to risk their lives trying to cross here		
25680	No	We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of Wattle Glen Residents Association's more innovative proposals.	2	2	Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Association's more innovative proposals for trails and the natural environment.		
25679	No	We are being asked to support something which has very little detail, eg. how do connections along the train line work? Sounds unsafe for children and horses. Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepare a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of Wattle Glen Resident's Association's more innovative proposals. Why can't Council work more closely with DTP to slow traffic between KG road and Manish Rd? Why are there rumours of traffic lights? Traffic lights are not needed in Wattle Glen! Connect us to Diamond Creek but why is there so much	2	2	<p>Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Association's more innovative proposals for trails and the natural environment.</p> <p>Why can't we keep the KG Rd roundabout? Why can't we have a new 'special' roundabout at Manish Rd-Wilson Rd-HK Rd? Surely we can do without traffic lights as these would be an eye-sore and detract from our lovely urban setting. Council, with the help of government grants, should buy vacant rural land at the centre of our township to create a reserve for community and wildlife, that can also safely link the two recreational trails. This would be a great achievement for present and future generations.</p>		

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		about Diamond Creek in a Wattle Glen framework?					
25676	No	Not enough detail to understand what is actually planned.	0	0	Wattle Glen is fine the way it is. There's only a small population here and it would be good to stay that way. Most of us work elsewhere and need to drive. I suspect the planned improvements are likely to inconvenience those of us who live here by slowing down or restricting through traffic. For example, the recent school zone by the general store is already causing traffic jams in the morning! What's next? Traffic lights instead of the roundabout? Pedestrian crossings for the minute number of people who actually walk to the station?		
25668	Somewhat	Not enough consideration of permanent residence	2	2	Their is no way we need more traffic lights and traffic congested roads for public safety zebra crossing are preferable including into existing round about		
25667	Yes		3	4			
25666	Somewhat	We are a rural township, not a lot is required, see my response below	1	1	The biggest need in Wattle Glen is better footpaths linking the town and a traffic island/pedestrian refuge on the main road near the train station		
25664	No	I feel like Im being asked by Council to support something for which I have very little/no detail and little transparency provided by Nillumbik Council .	1	2	<p>Along with the Mayor, I feel like I'm being asked by Council to support something of which I have no detail.</p> <p>Adding to that, in 2021, we residents went through the same process as this, but the officers who were supposed to draw up a Draft Public Realm Framework preferred instead to leave Nillumbik Council before it was completed, and in this current Draft Framework, very little of the original 2021 community feedback has now been included " so residents have to go through the same process yet again, but this time without the detail for what is wanted.:-)</p> <p>Given the current lack of meaningful detail and transparency, I reject the current Draft Framework, and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback - at least those pertaining to Council's jurisdiction, and as a member of the Wattle Glen Residents Association, I ask for a fair and objective evaluation of the Association's more innovative proposals.</p> <p>Also, as we were told that plans exist within Council to support</p>		

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					<p>removal of the existing roundabout, and to install various sets of traffic lights, which are all bound to have major negative impacts on our rural township character, then residents deserve to be made aware of these proposals. As our mayor said in council debate, greater transparency is needed for residents.</p> <p>By the way, where on earth did the proposed key strategic initiative (and related actions) intending to forge stronger links between 'Wattle Glen and Diamond Creek, its Major Activity Centre and Train Station and beyond' come from?</p> <p>If nothing else, Wattle Glen residents know how to get to the Diamond Creek township 2-3 kilometres away with two forms of public transport, footpaths, one regional trail, and of course Diamond Creek township is easily found by car “ we do not need a Realm to show us how to get there.</p> <p>Actually, that proposed key strategic initiative (and related actions) needs to be completely deleted, as:</p> <ul style="list-style-type: none"> <li>- they are contrary to our strong 2021 community wish for maintaining our rural bush land character and township identity, distinct from Diamond Creek township;</li> <li>- good foot and bike paths already exist;</li> <li>- these intended Diamond Creek links are likely to become prioritised above the immediate Public Realm needs of Wattle Glen;</li> <li>- this initiative is outside the scope of the Wattle Glen PRF, and are more appropriately assigned to the Diamond Creek Major Activity Centre Structure Plan.</li> </ul> <p>Also of concern is that the Draft Framework proposes linking the Diamond Creek Trail to the Green Wedge Trail via Wattle Glen's Train Station car park and then beside the train tracks. I believe so mixing the many-varied users (runners, kids on bikes, dog walkers, horse riders amongst parked and moving cars) is unsafe; and that a much safer, more scenic and engaging link is possible via WGRA's 'New Open Space for Wattle Glen' proposal, which Nillumbik officers and councillors should know all about, and which should be included and fully considered and evaluated as part of the WG PR Framework.</p>		

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					<p>Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural and environmental setting, my above two mandatory ratings are rather meaningless because I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Association's more innovative proposals for our trails and natural environment.</p> <p>Council should not be washing their hands of safety by implying they know nothing, and leaving the road management to the state government without comment. For example;  In recognition of the importance of recreational trails to Nillumbik, and mindful of the need to preserve Wattle Glen's rural character and natural environment, there is an obvious need for installing a new roundabout - ideally one that prioritises walkers and bike and horse riders, at the 'Heidelberg-Kinglake - Wilsons - Mannish Roads' intersection; and for Council to encourage the Department of Transport and Planning to limit traffic speed to 50kmh between the two roundabouts.</p> <p>The current Council seems to be going out of its way to do nothing. Council, with the help of government grants, should buy vacant, rural land at the centre of our township to create a reserve for community and wildlife that can also safely link the two regional recreational trails. This would be fantastic for off-road trail users as well as for future generations.</p> <p>Such ownership would also provide a route for people, including kids, living north of Clarke Ave to get to the CFA, tennis courts, primary school, the general store and Peppers Paddock without the need for them to go anywhere near the hugely dangerous Heidelberg-Kinglake Rd.</p> <p>Given the current lack of meaningful detail and transparency, I reject the current Draft, and request that Council prepares a second Draft for re-exhibition, that is transparent, and that includes and addresses residents' ideas from 2021, and a fair and objective evaluation of Wattle Glen Residents Association's more innovative proposals.</p>		

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25663	No	<p>We are being asked to support a proposal without the detail.</p> <p>I do not agree with the draft framework and request a revised draft that includes solutions to residents' feedback and a fair and objective evaluation of Wattle Glen Residents Association's helpful proposals.</p>	2	2	I believe in the need for non-intrusive road safety solutions to retain Wattle Glen's rural character and natural, environmental setting, however, this needs more thought and working together for appropriate solutions.		
25659	No	<p>The framework identifies some needed initiatives but is lacking in any form of details. It is not enough to say details will follow and be provided later. A draft framework should have details to allow us to understand where connections etc are to be made and what type.</p> <p>Given the lack of detail and transparency about what will be actually undertaken I do not support the framework as is currently presented. A revised framework with some details needs to be done.</p>	2	2	<p>Hard to give meaning full answers to the two mandatory ratings without more details.</p> <p>All works what ever undertaken should have a focus on retaining Wattle Glen's character and natural environment setting.</p>		
25656	Somewhat	The initiatives are vague. They are a goal or aim not an initiative.	5	4	<p>I think there needs to be a mention that the rail line does divide the community and effort/ initiatives should be made to overcome these.</p> <p>Also, I think there needs to be more about how the natural environment of the place will be celebrated/ complimented and protected.</p>		
25644	Yes		5	3	Most important is the installation of traffic lights at Main HB Road and WG-KG Rd. It is currently very dangerous to get across the main road to get to the railway station from the main residential area of Wattle Glen		
25638	Yes		5	5	The realm doesn't suggest how you plan to fix issues however I am all for it as long as it doesn't destroy the character of Wattle Glen. The open land available would more thdd see just god these issues but give a place Wattle Glen residents (and nearby suburbs) could enjoy and get close to nature		
25608	Yes		4	4			
25595	Yes		5	5			
25592	Yes		5	5	Is the Realm Framework, out of date, since we now have DCT, plus the work that has been carried out on Diamond		

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					Creek rail station and Wattle Glen, seem to connect most places now. There is a foot path all way from Wattle Glen to Diamond creek, plus the DCT. There is a footpath from Peppers Paddock to the station and from the station to Wilson road. The obvious and dangerous missing link is a pathway from Hurst bridge Main Road along Wilson Road to DCT. Every day you see people walking or riding on a dangerous section of the road. The section is about 300 meters. The other missing part is a pedestrian crossing which connects Wattle Glen station to Bus Stop opposite the station.		
25584	Yes		5	5			
25577	Yes		5	5	New updated playground with more inviting bbq space, similar to diamond creeks new playground		
25572	Yes		5	5	Safe pedestrian access to the railway station and to the local trails is severely lacking and needs to be addressed as a priority.		
25571	Yes		5	5	I fully support the project		
25565	No	Too vague. What are your actual plans here?	3	3	We need a round about at Wilson and Mannish Road for safe pedestrian crossing. Keep it the green wedge. Purchase land for nature reserve across the road from Wattle Glen station. Put in a sidewalk from Wilson road to link Trail and township safely. Build a bridge from playground to nature area where old Hurstbridge road is.		
25564	No	Exiting the train station by car can be an issue. Better cycling lanes would be the biggest value add.	1	1	The region needs a new skate park. Peppers paddock would be perfect for a small skate park and would increase people to the area and local shop. Diamond creek is a terrible old skate park and the region could use a new one. The region also need better cycling lanes particularly along the windy mile into/out of diamond creek. Thanks		
25559	No	I strongly reject the draft framework in its current iteration. The arguments are flawed, and frankly nonsensical.  It is deeply concerning that traffic lights are even being considered at the Peppers Paddock	2	0	Nillumbik has a track record of providing failed and poorly thought through infrastructure changes. If the heinous apartments going up all through Eltham are anything to go by, this is nothing more than a thinly veiled plot to destroy the suburb and force residents out, so the council has an opportunity to have land sold off to developers so Wattle Glen		

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		<p>roundabout (and beyond). It shows a complete lack of understanding of the traffic flow, and lack of traffic build-up in the area. I would urge a Nillumbik council member to drive through the area during peak to get a feel for themselves, before making such drastic changes to a location that requires none. Use this money on fixing the Diamond Creek level crossing where there are regular and large traffic backups due to the failed state labour plan to allegedly "remove all level crossings in Victoria"</p> <p>The current framework seems intent on doing nothing other than destroying the peace and quiet that Wattle Glen is known for, and turning it in to a soulless husk of a township, like Eltham before it.</p> <p>Hands off our gorgeous township!</p>			<p>can be filled with apartments and units and Nillumbik will have an opportunity to draw in more rates revenue.</p> <p>You should all be ashamed of the proposed framework. Do better.</p> <p>HANDS OFF OUR TOWNSHIP</p>		
25556	Yes		3	5	<p>1. The Green Wedge trails are completely impassable near the corner of Watery Gully and Thorns Road, and near due to not being maintained in any way since they were constructed. In addition, the original trails were not safe for horse riders due to being too narrow and having low hanging branches. Walkers and horse riders detour onto the road which is narrow and winding.</p> <p>2. Large groups of walkers routinely use Valley Road to access the Silvan Rd/Moonlight Rd/ Watery Gully Rd/ Flat Rock Rd area. Valley Rd has blind corners and is narrow - it's dangerous to have pedestrians, horse riders and motorists all using the road.</p> <p>It is unrealistic to believe they would walk the extra distance from the train station to access the trails via Watery Gully Road instead - they could easily be doing that already! The path along the main road between Valley Rd and Watery Gully rd already exists.</p> <p>A better option would be to make a safe walking path along Valley Road, as this is already the preferred route.</p>		
25555	Yes		3	3	I believe pedestrian crossings would require traffic lights. Don't place a zebra crossing at any roundabouts, given these are		



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					arterial roads I don't believe that would be a safe solution, especially for children waking to school		
25554	No	I am really confused by the whole proposition of a framework which encapsulates both requirements and strategies to address these. The framework has some interesting maps and observations about the Wattle Glen area but it falls short of adequately describing the requirements or the strategies to resolve these. I find the plans very difficult to understand and very scant on detail so its difficult to really support them.	0	5	I'm disappointed there is not more information on the disconnected pedestrian access between the northern most parts of wattle glen-kangaroo rd and the Wattle Glen precinct. Each time my wife and young family decide to walk or ride from our street (Lorimer Rd) we risk our lives crossing an 80km road and walking or riding on the shoulder of the road as there is no pedestrian walking path between where we live and the train station. If I were you I suggest you start this process over and adequately describe the requirements and issues with the current Wattle Glen Public Surrounds and then step two is to articulate a strategy outlining the areas of priority which need to be addressed. The strategy doesn't need to be detailed and can allow for different solutions to the priority problems but this would be a long way off what has been delivered. Also the map doesn't indicate what the zig zag lines mean. To improve readability I suggest you put text boxes next to the areas describing the problem or improvement rather than using a number legend where the legend doesn't really provide a good description and is difficult to interpret as you are jumping back and forth trying to read the map.		
25553	No	I am bewildered as to why this is a planned scope of works.  It's on par with the development of the additional car park spaces at the train station - an exercise in which I ponder it any level of cost benefit analysis was ever done.	0	0	The travel conditions for non motorists are more than ample. I walk, run and ride a bike through Wattle Glen and have no issues. With such low population density, a bike path that links us to Diamond Creel and Wattle Glen - do we really need improved commutation within Wattle Glen when there is next to nothing here? No shops. No doctor. No dentist. No post office. Nothing! So we don't need pathways from nothing to nothing!		
25551	Yes		5	5	Non motorist safety is still an issue. The diamond creek trail and adding footpaths to the main road helped a lot. Improving crossing main road near the station and Wilson road and peppers paddock would be a great improvement to safety.		
25550	Yes		3	4	Need better safety for residents crossing the road to the station. Connectivity within Wattle Glen is more important than to Diamond Creek.		
25548	Somewhat	It is attempting to make a town out of a suburb.	3	2	All Wattle Glen needs is a decent petrol station on the main drag. Build it and they will come.		

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**Attachment 7. Wattle Glen Public Realm Framework - Consolidated Survey Submissions 'Free Form' Content Redacted**

Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

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25547	Somewhat	I would like a proper track for all residence up to laurimer Rd to access the atation and walking tracks We have to get in our cars to do everything And the track is full of snakes on the dirt It's so annoying and unsafe as well	5	5	As above		
25540	Yes		5	5			
25539	Yes		2	2	I think the plan's intentions are good, but I would encourage the plan to consider slowing down the traffic coming into our community with roundabouts at Wilsons Road and Neerim Rise/Valley Road. Electronic signs for the new school zone on the Wattle Glen/Kangaroo Ground Rd would also help as the 40 zone school sign coming into Wattle Glen via this route is obstructed by bushes and is impeding both residents and drive-throughs getting used to this requirement. Better tracks or footpaths connecting areas would help. I think traffic lights would be overkill and sometimes results in the opposite effect with people speeding up to catch the lights, so safety islands are preferred and would be less intrusive to the residents and nocturnal wildlife.		
25535	No	Given the current lack of meaningful detail in transparency, I reject the current draft framework and request at the council prepares a second draft for re-exhibition and public feedback that is transparent and include solutions to initial residence, feedback and affair and objective evaluation of wattle Glen residence, associations, more innovative proposals.	2	2	Other than the need to provide nonintrusive road, safety solutions, and to retain water, Glenns rule character and natural and environmental setting. My above to mandatory ratings are rather meaningless and should more correctly be registered as blanks as I cannot write something that lacks many full detail and transparency, and Mrs important opportunities such as wattle Glen residence, associations, more innovative proposals for trails and the natural environment.		
25531	No	Your idea of connecting Wattle Glen Internally & Externally is a load of nonsense. We can walk and drive to Diamond Creek in a matter of minutes to access all of the amenities. The same applies to Wattle Glen Station, School, Milk Bar, Mailbox at the General Store & Peppers Paddock. We like being separate from Diamond Creek, we have no desire to Forge stronger links between WG & DC.	3	2	It would be helpful to see a PLAN of these proposals to help visualize the changes you propose. As for removing the roundabout at the Kangaroo Ground - Wattle Glen Roads, on the USA show "Myth Busters" they proved beyond a doubt that roundabouts were a faster and safer way to move traffic. NOT TRAFFIC LIGHTS. My only concern is getting out of Clarke Ave to the Kangaroo Gr. Road, because of the volume of traffic now using this road.		
25527	Yes		5	5			
25524	Somewhat	- No traffic lights in Wattle Glen, the roundabout is working well	2	2			

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		<ul style="list-style-type: none"> <li>- Could access to parking off the round-about be improved?</li> <li>- Additional roundabout to improve traffic from Wilsons Road and Mannish Road</li> <li>- Pedestrian crossing needed on the Wilsons Road roundabout</li> <li>- Footpath/bike line from Wilsons Road round-about to trails</li> <li>- Extend bike lane from Wattle Glen along Main Road to Diamond Creek</li> <li>- Exiting carpark from Wattle Glen station during peak hour is dangerous. Could this be improved?</li> </ul>					
25504	Yes		4	4	Signage and information are also severely lacking in this area and need to be addressed.		
25503	Yes		5	5			
25495	Somewhat	The hill to Wattle Gen primary us so steep, going to the expense of building a new footpath sounds like a waste of money compared with the other components. Better infrastructure to link DC trail and Peppers Paddock is needed - focus on doing this well, without creating traffic chaos.	3	2			
25464	No	Your claims of inadequacy and connectivity are patently false and designed to facilitate what you want to achieve.	2	0	No		
25457	Yes		5	5			
25456	No	We are being asked by council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current draft framework, and request that council prepares a second draft for re-exhibition and public feedback that is transparent, and includes solutions to initial residents' feedback and a fair and objective evaluation of the Wattle Glen Residents Association more innovative proposal.	2	2	We do not want to see traffic lights and to see our village change to a suburban style environment		
25455	No	There is a lack of meaningful detail and transparency. I therefore reject this current draft.	2	2	1. Retaining (with possible modifications) the existing roundabout. 2. Installing a new 'special' roundabout - that prioritises		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
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					walkers and bike and horse riders, at the 'Heidelberg-Kinglake - Wilsons - Mannish Roads' intersection. 3. That between the two roundabouts DTP limits traffic speed to 50-60kmh. 4. That no traffic lights are needed. 5. That Council, with the help of government grants, buys vacant, rural land at the centre of our township to create a reserve for community and wildlife, that can also safely link the two recreational trails. This would be fantastic for off-road trail users as well as for future generations. 6. That Council takes immediate action on all residents' safety concerns and opportunities to enhance our township identity within its own jurisdiction. 7. Additionally we request that Council stands up for Wattle Glen residents' aspirations, and does not keel over to bully juggernauts such as DTP. Finally, WGRA believe that to avoid the poor outcomes (eg. as recently delivered in Wattle Glen by the State Government's Big Build project - specifically the new car park poorly located at the KG-WG Road roundabout), transparency and on-going inclusive collaborations with all stake holders are essential.		
25454	Somewhat		3	3	All or any directives and or opinion or ideas must at all times reflect the aims and ambitions of all current and future residents, and not be decided by individual or corporate opinion or aims,		
25453	No	Lack of detai	2	2	Retain Wattle Glen character		
25452	No	As per the local public feedback from 3 years ago ... Priority was a pedestrian/bike crossing between WG train station and Peppers Paddock ...NOT TRAFFIC LIGHTS to replace roundabout. The railway crossing at Wilson Rd , NO safe crossing for pedestrians and bikes, dangerous with potholes etc, a real safety issue with an injury soon to happen! Meanwhile Dpt Transport have spent \$100,000's on private and no public access crossings within 500 metres of the Wilson Rd crossing.	0	5			
25451	No	we are being asked by council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current draft framework,	2	2	Other than the need to provide non- intrusive road safety solutions and to retain Wattle glen's rural character and natural environmental setting, my above 2 mandatory ratings are rather meaningless, and should more correctly be		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
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Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

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		and request that council prepares a second draft for re- exhibition and public feedback that is transparent, and includes solutions to initial residents feedback and a fair and objective evaluation of wattle glen residents Association's more innovative proposals.			registered as Blanks, as I cannot rate something that lacks meaningful detail and transparency and misses important opportunities such as wattle glen residents Association's more innovative proposals for trails and the natural environment.		
25450	No	Residents have not been listened to	2	2	It is about time Council actually listened to residents feedback. We are supposed to be THE GREEN WEDGE We do not need traffic lights etc. etc. etc. Where is the detail and transparency. Do any Councillors actually live in Wattle Glen let alone listen to the residents.		
25449	No	We are being asked to support something of which we have no detail. Given the current lack of meaningful detail and transparency. I reject the current draft framework, and request that council prepares a se and draft fir re exhibition and public feedback that is transparent, and includes solutions to initial residents feedback and a fair and objective evaluation of Wattle Glen T Residents Association's more innovative proposals.	2	2	Other than the need to provide non intrusive road safety solutions and to retain Wattle Glen's rural Character and natural and environmental setting, my above two mandatory ratings are rather meaningless, and should more correctly be registered as "blanks", as I cannot rate something that lacks meaningful detail and transparency, and misses important opportunities such as Wattle Glen Residents Associations more innovative proposals for trails and the natural environment.		
25448	No	We are being asked by Council to support something of which we have little to no detail. Given the current lack of meaningful detail and transparency, we wholeheartedly reject the current Draft Framework, and request Council prepares a second Draft for re-exhibition and distribution for public feedback that is transparent and includes real-life solutions to the initial residents' feedback. A fair and objective evaluation of the Wattle Glen Residents Association feedback is required to progress for these important changes that are being proposed. We want safety and inclusivity more than anything.	2	2			
25447	No	There is no clarity on what you plan to do. I am all the idea of fixing the disconnection but to ask Wattle Glen residents for approval before explaining what you plan to do is not going to fly.	2	2	Check Wattle Glen residents association plan		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
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Draft Wattle Glen Public Framework: Community Engagement Free Form Survey Submissions

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25445	Somewhat	Unclear proposal	3	3	More transparency is required as to exactly how this will be implemented.		
25444	Somewhat	There is very little detail in the framework. It states the problems, and these are well known, but it does not yet provide any solutions.	4	4	Improvements around the station and Wilsons Rd are needed in terms of safety		
25443	No	What's to support. There are no details to support I don't wish to say I support something and then you decide what that is at a later date when that might be something don't actually support	2	2	My main concern would to maintain Wattle Glens natural environment and rural character. These are my main priorities above anything else .		
25442	Somewhat	<p>The framework addresses a limited segment of Wattle Glen and doesn't seem to encompass all its residents or locations. I live in Lorimer road and would like to advocate for improved safe access to the township and beyond.</p> <p>As a cyclist and walker, the existing track along the creek is not fit for purpose. Riding along the WG-KG road is perilous as the road shoulder is too narrow for legal passing of cars with respect to riders.</p> <p>I believe the intent of the framework is heading in the right direction, by identifying problematic spots and looking for ways to cost effectively remediate the problems.</p>	3	4	I would not recommend adding traffic lights if possible. The existing roundabout system works well and would likely work better if transiting traffic is further moderated. Traffic lights would likely negatively change the character of the town and the way it operates.		
25441	Somewhat	There should be more done to link WG and Hurstbridge - the footpath ends halfway down Heidelberg-King Lake road and you're forced to walk on the road. The connection between DC and WG is fine	3	1	Can we remove the millions of signs at the WG roundabout? It's overkill and unnecessary and looks horrific.		
25440	Yes		4	5	We live in Lorimer Rd. For the residents of our street there is very poor access to the general store/tennis courts/train station because of the condition of the goats track between lorimer rd and the Reynolds Rd. My children are unable to access these areas without driving them as there is no safe area to cross the road and the trail is often overgrown. The condition of Lorimer road itself is very poor, with the surface very slippery on the first turn coming from kangaroo ground- wattle glen Rd end making it almost impossible to ride their bikes on it. There is no safe trail to ride off the road		

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					and results in me having to drive instead.  It would be great to see improved access from the railway station around the corner into Wilson Rd to access the rail trail.		
25439	No	we have no detail. I reject the current draft.	2	2	Want to retain WG's rural nature		
25438	No	Although this is a problem that needs recorded this realm shows no detail on how this is expected to be done. The character of our town could be destroyed which has been seen with the second train carpark no one asked for or uses and that nillumbik did not listen to other solutions. I fear this will happen again unless we have a plan of how you expect to tackle these issues. The open land for Wattle Glen could fox all these issues and not only keep the character but add to the community of Wattle Glen for future generations	2	2	It is very unsafe and needs to be rectified but we have not been given any ideas or concepts to combat this		
25437	No		0	0			
25436	Somewhat	Wattle Glen residents need safe access to the walking trail from the peppers paddock side. Wilson road in particular is very unsafe with no proper footpath.	5	5	We don't need traffic lights in replacement of our roundabout. We already have an eyesore of a carpark that is never used. We are supposed to be the gateway to the green wedge, so any proposals need to fit in with our environment.		
25435	No	We are being asked to support a draft plan that doesn't actually specify the plan? Given the lack of information I believe a new draft should be completed for re exhibiting and public feedback.	2	2	Other than the need to provide non intrusive road safety solutions and to retain Wattles glen's risk character, the above ratings are meaningless. The intersection at Mannish Rd and Wilson Rd needs a roundabout and their is no safe way to cross from the train station to the other side of the road. Nor is there safe pediastrian access to the trail from Wilson Rd. The upgrades to these areas should not impede on the natural environment or rural character of this beautiful suburb. Fair time should be given to residents to review and advise.		
25434	Yes		5	5	File links no working, this should be amended asap		
25433	Yes		3	4			
25432	Yes		5	5	Wattle Glen needs safe connection to the station bus stops and the recreation track its not safe to cross the main rd with no islands in current bus stop location for children and the elderly using these facilities we have		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
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25431	No	I can't support something of which there is no real details. Because of this I choose to reject the current draft and hope council will give us a second draft using residents feedback and more innovative proposals.	2	2			
25430	Yes		5	5	There is no detail here - the concept is good but you may roll it out ineptly. From my perspective the highest priority is to connect the Diamond Creek trail to the rest of Wattle Glen safely for children on bicycles (I have primary school aged children who would use this regularly).		
25429	No	We have no serial we need second draft with actual plans.	2	2	There are better ways		
25428	No	No detail as to what is proposed	3	0	Do not change the character of the area with undue traffic management		
25426	No	We have no detail and asked to support ending problems without any solutions. If this proposal was to ruin the character of Wattle Glen the town will be in uproar	2	2	Consider open land purchase as this will not only give something back to Wattle Glen community who when it comes to nillumbik are the forgotten suburb all funds are spent on dc, Eltham etc meanwhile we have the oldest park in Melbourne and nothing has been sent to add to the area for the community		
25425	No	We are being asked to support something of which we have no detail.  I request council submits a second draft and I included solutions to initial residents feedback and a fai and o jet dive evaluation of Wattle Glen residents associations more innovative proposals	2	2	Wattle Glen residents more innovative proposals		
25424	Yes		5	5	Something needs to be done urgently or lives will be lost.		
25423	No	I like it now	0	0	reynolds rd needs a limit on trucks		
25421	Yes		5	5	The problems def need to be resolved Only thing I am concerned about is this realm doesn't state how you plan to make these changes. The country town vibe and nature of Wattle Glen needs to be preserved under all costs so if there is a way to connect these without destroying the character of the town then all for it		
25420	Yes		5	5	Connecting wattle glen peppers paddock to the path on the other side of the station that goes to hurstbridge and diamond		



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					creek must be a factor. Crossing the main road and then walking down Wilson's road is so dangerous.		
25419	Yes		5	4			
25418	Yes		5	5	Connecting the train station to dct should be a priority. Currently there is no footpath hence very dangerous		
25417	Somewhat	It's a bit of a joke with so much Diamond creek centric crap in it. It's NOT a diamo review, but it's been hijacked!!	4	4	Link the DCT to Peppers paddock, provide a walkable path between peppers paddock and the Lorimer Rd bus stop...the rest of it is garbage with no relevance to Wattle Glen residents,.....getting shafted again with Diamo centric stuff. What horses use this area??, so minimal as to not be worth wasting money on some self entitled rich mugs hobbies!! Is it true [REDACTED] is proposing to pit traffic lights at the WG roundabout??, it's a very well functioning intersection as it is, lights will only slow it down!!!		
25414	Yes		5	5	The two major roads speed limit is too high in front of peppers paddock and the train station. Whenever I try to walk across those roads I feel unsafe with how fast the cars drive along there. 2 tunnels to walk under the road from peppers paddock to the primary school and station would dramatically improve safety.  The surface of the bike lanes also need to be improved towards Hurstbridge to improve safety and increase use of cycling. The bike lane through the round about could also be improved.		
25413	Somewhat	I think there needs to be more than just connecting what we have to each other. What about connecting the wide WG community to the existing infrastructure? What about adding some services and infrastructure?	4	5	I'd like to see paths connect the community so my kids and neighbors on Lorimer Road can safely walk to Wattle Glen Station.		
25412	No	We are being asked by Council to support something of which we have no detail. Given the current lack of meaningful detail and transparency, I reject the current draft Framework and request that Council prepares a second Draft for re-exhibition and public feedback that is transparent and includes solutions to residents feedback and a fair and objective evaluation of Wattle Glen Residents Associations more responsive and innovative proposals.	2	2	Other than the need to provide non-intrusive road safety solutions and to retain Wattle Glen's rural character and natural environmental setting, my above 2 mandatory ratings are meaningless and should more correctly be registered as BLANKS, as I cannot rate something that lacks meaningful detail and transparency and misses important opportunities for trails and protecting the natural environment. It would be despairing to see our rural character decimated by the intrusion of traffic lights and more unsightly signage and street lights lighting us up like a football oval. We are a rural		

**PCC.013/24 Wattle Glen Public Realm Framework Outcomes of Engagement**  
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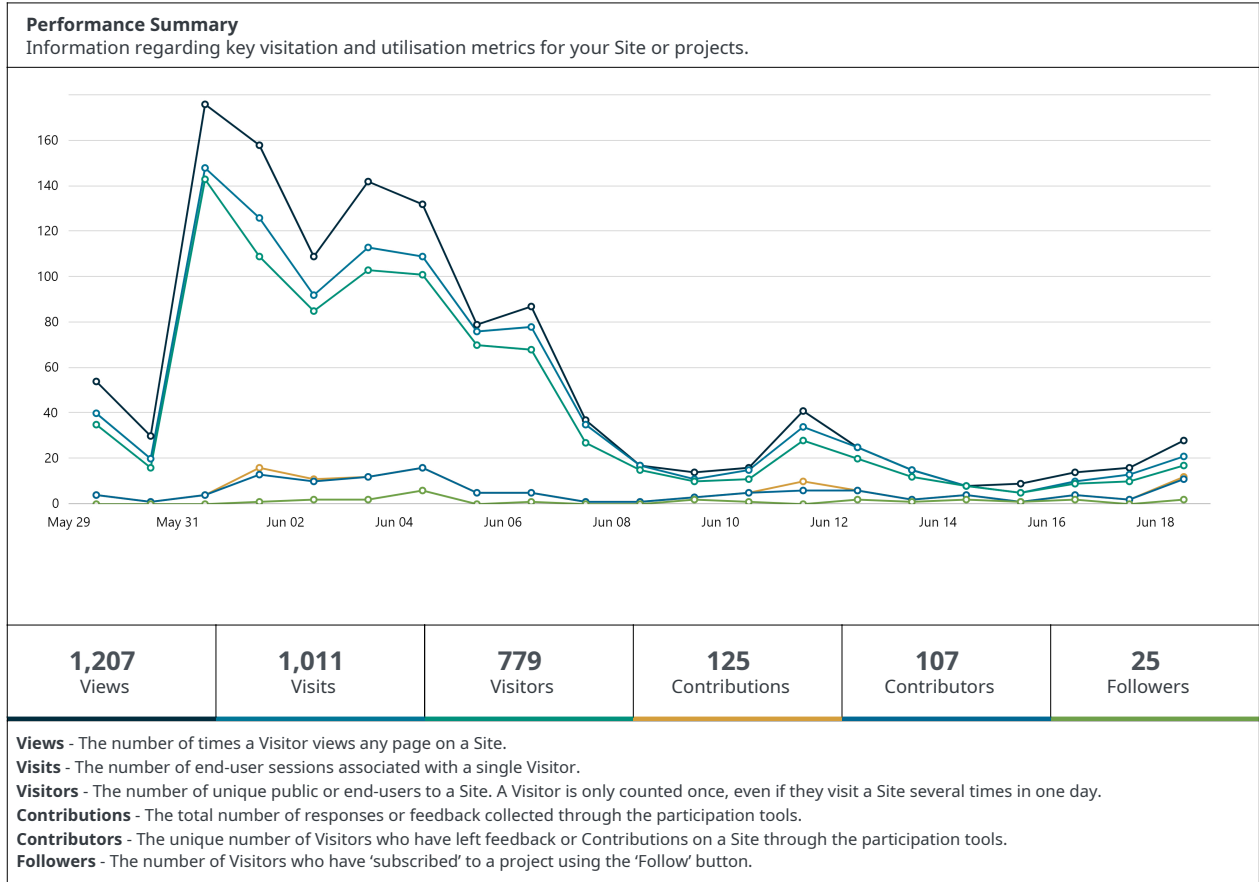
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		We attended community consults and our suggestions appeared to be received with interest and appreciation. Sadly the latest draft is devoid of our concern for maintaining and securing the precious rural character we love about Wattle Glen. We are not Diamond Creek and don't want to be.			gateway. Please save us from more ugly infrastructure that takes no notice of what the community wants.		
25410	Yes		5	5	These requirements go beyond connecting the community to to one of safety Every crossing of Main-Hurstbridge road, is fraught with danger, even more so in the dark.		
25409	No	There is no greater risk to foot, cyclists or horses than any other road in the community.	1	1			
25408	Yes		5	5	Roundabout at Mannish Rd and reduced speed to 60km per hour is critical as part of this solution.		
25407	Yes		4	2			
25406	Yes		5	4			

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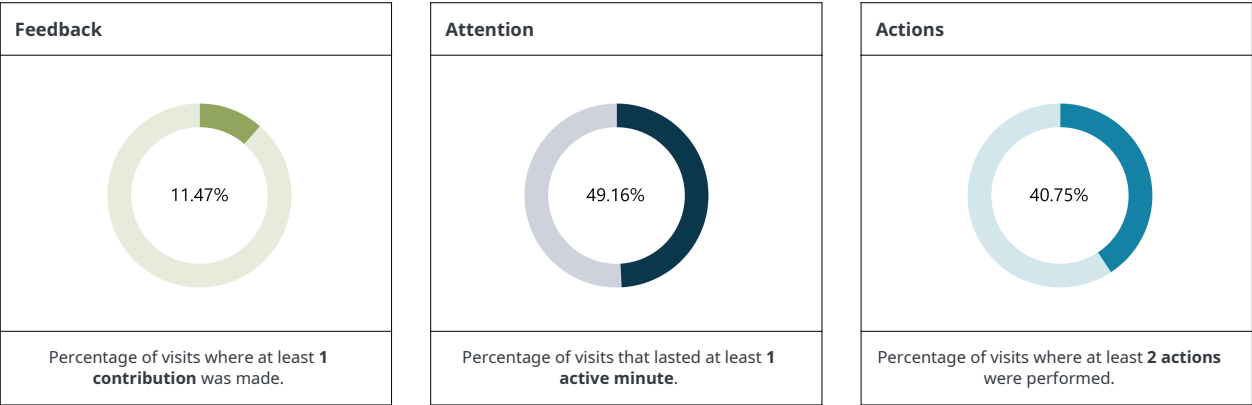
## Participate Nillumbik

Report Type: Project  
Project Name: Wattle Glen Public Realm Framework Project  
Date Range: 29-05-2024 - 18-06-2024  
Exported: 19-06-2024 09:33:38



## Conversions






Information regarding how well your engagement websites converted Visitors to perform defined key actions.



## Participation

Information regarding how people have participated in your projects and activities.

Contributions by Activity		
Contributions by Activity is a breakdown of contributions across each tool		
Activity	Contributions	%
<div><div></div>Form</div>	125	100%

Top Activities				
Top Activities is the top 5 tools that received the highest contributions				
Activity		Page Name	Contributions	Contributors
	Form	Wattle Glen Public Realm Framework Project	120	104
	Form	Wattle Glen Public Realm Framework Project	5	5
	Social Map	Wattle Glen Urban Design	0	0
	Form	Wattle Glen Public Realm Framework Project	0	0
	Social Map	Wattle Glen Public Realm Framework Project	0	0

## Projects

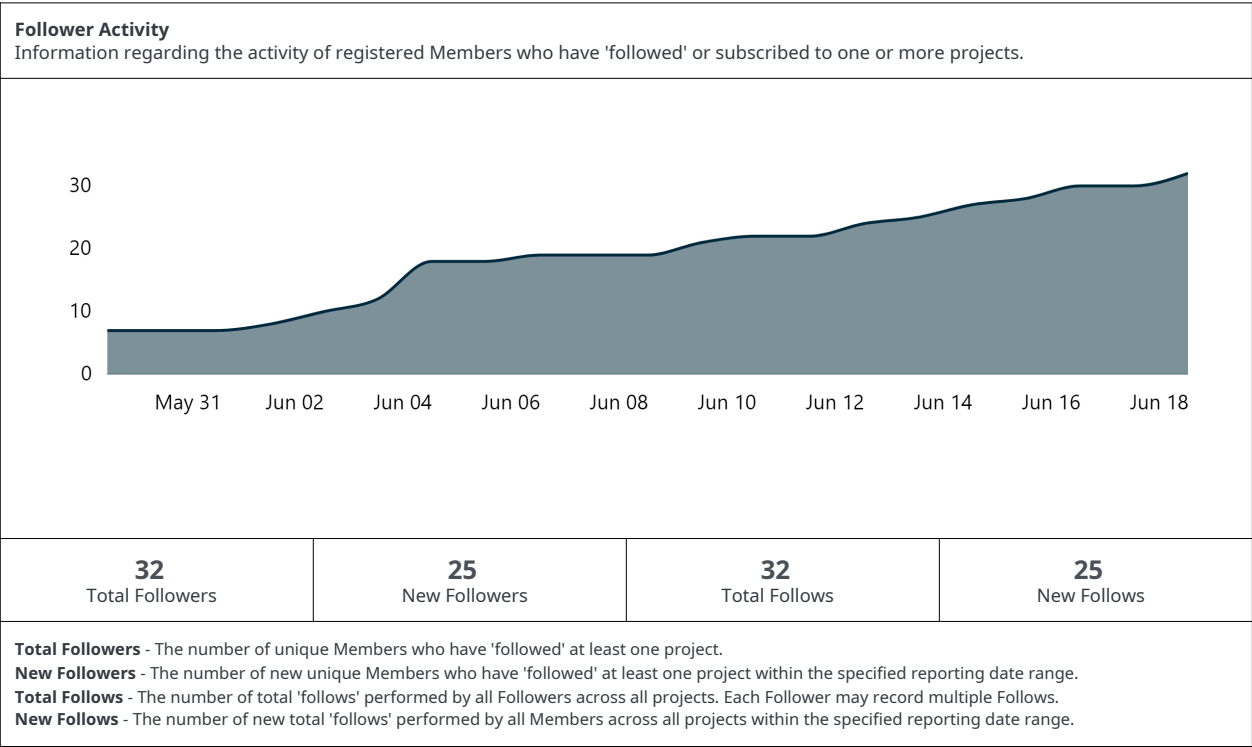
The current number and status of your Site's projects (e.g. engagement websites)

Engagement Time		
1 Days	18 Hours	58 Minutes
Jun 4th 2024 Peak Visitation Date	Tuesday Peak Visitation Day	

Top Visited Pages			
Summary information for the top five most visited Pages.			
Page Name	Visitation %	Visits	Visitors
Wattle Glen Public Realm Framework Project	100%	977	761
Wattle Glen Public Realm Framework Project- Stay Informed	0.61%	6	6

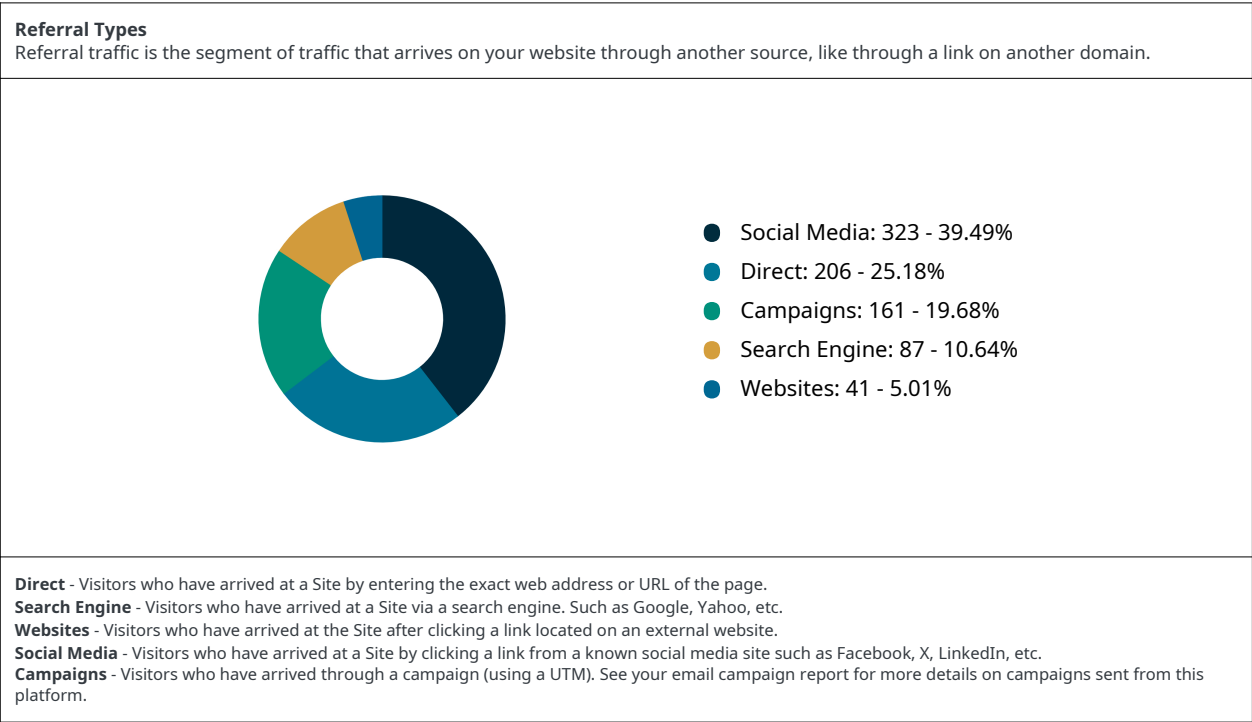
People

Information regarding who has participated in your projects and activities.



Acquisition

Information regarding the method by which Visitors arrived to your Site or projects.



Downloads

Information regarding your downloads, the total set of unique documents downloaded, total downloads of all files, and your top downloads.



10  
Total Documents




346  
Total Downloads


Top Downloads Top file downloads in your selection, ordered by the number of downloads.		
File Title	File Type	Downloads
Draft Wattle Glen Public Realm Framework.pdf	PDF	110
Part B - Public Realm Framework Plans.pdf	PDF	99
Part A Analysis of Existing Conditions.pdf	PDF	79
DTP letter of support.pdf	PDF	56
Endorsed submission from Nillumbik SC to the proposals of the Car Parks for Commuters Project for Eltham and Wattle Glen - 14 Sep 2021.pdf	PDF	1

Email Campaigns


Information regarding your email campaigns, your total campaigns, the total number of recipients, and your top campaigns by click-through rate (clicks as a percentage of total recipients).



0  
Email Campaigns Sent




0  
Total Recipients



0%  
Click-through Rate

No Data Available
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 socialpinpoint

Participate Nillumbik - Project Report (29 May 2024 to 18 Jun 2024)

Page 5 of 5

Attachments - 781



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**19067 Civic Drive Precinct**

**Proposed Names**



**Legend**

- Kirrip Park - Civic Drive Precinct
- Kirrip Recreation Space
- Kirrip Playspace
- Kirrip Pavilion
- Kirrip Outdoor Performance Space

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**Printed on: 18/3/2024**



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## Participate Nillumbik – submissions – Naming of the Civic Drive Precinct (Park) to ‘Kirrip Park’

### Supportive of the name ‘Kirrip Park’

	Contribution ID	Are you supportive of the name 'Kirrip Park'	
		Yes	No
1.	25446	1	
2.	25427	1	
3.	25422	1	
4.	25416	1	
5.	25415	1	
6.	25411	1	
7.	25405	1	
8.	25365	1	
9.	25364	1	
10.	25360	1	
11.	25359	1	
12.	25357	1	
13.	25356	1	
14.	25355	1	
15.	25331	1	
16.	25328	1	
17.	25319	1	
18.	25316	1	
19.	25306	1	
20.	25304	1	
21.	25276	1	
22.	25260	1	
23.	25236	1	

**PCC.014/24 Naming proposal for Civic Drive Precinct (Park)**  
**Attachment 2. Submissions - redacted**

	Contribution ID	Are you supportive of the name 'Kirrip Park'	
		Yes	No
24.	25215	1	
25.	25197	1	
26.	25177	1	
27.	25176	1	
28.	25174	1	
29.	25170	1	
30.	25169	1	
31.	25168	1	
32.	25165	1	
33.	25163	1	
34.	25160	1	
35.	25159	1	
36.	25157	1	
37.	25152	1	
38.	25143	1	
39.	25142	1	
40.	25141	1	
41.	25140	1	
42.	25139	1	
43.	25137	1	
44.	25135	1	
45.	25116	1	
46.	25112	1	
47.	25110	1	
48.	25109	1	
49.	25108	1	
50.	25107	1	

**PCC.014/24 Naming proposal for Civic Drive Precinct (Park)**  
**Attachment 2. Submissions - redacted**

	Contribution ID	Are you supportive of the name 'Kirrip Park'	
		Yes	No
51.	25106	1	
52.	25102	1	
53.	25101	1	
54.	25100	1	
55.	25099	1	
56.	25098	1	
57.	25096	1	
58.	25094	1	
59.	25093	1	
60.	25092	1	
61.	25089	1	
62.	25088	1	
63.	25087	1	
64.	25084	1	
65.	25083	1	
66.	25082	1	
67.	25079	1	
68.	25078	1	
69.	25077	1	
70.	25075	1	
71.	25072	1	
72.	25071	1	
73.	25069	1	
74.	25068	1	
75.	25066	1	
76.	25065	1	
77.	25064	1	



**PCC.014/24 Naming proposal for Civic Drive Precinct (Park)**  
**Attachment 2. Submissions - redacted**

	Contribution ID	Are you supportive of the name 'Kirrip Park'	
		Yes	No
78.	25062	1	
79.	25060	1	
80.	25057	1	
81.	25053	1	
82.	25052	1	
83.	25051	1	
84.	25050	1	
85.	25048	1	
86.	25047	1	
87.	25046	1	
88.	25044	1	
89.	25043	1	
90.	25041	1	
91.	25039	1	
92.	25037	1	
93.	25036	1	
94.	25035	1	
95.	25034	1	
96.	25033	1	
97.	25031	1	
98.	25030	1	
99.	25027	1	
100.	25024	1	
101.	25022	1	
102.	25018	1	
103.	25012	1	
104.	25011	1	

**PCC.014/24 Naming proposal for Civic Drive Precinct (Park)**  
**Attachment 2. Submissions - redacted**

	Contribution ID	Are you supportive of the name 'Kirrip Park'	
		Yes	No
105.	25010	1	
106.	25008	1	
107.	25007	1	
108.	25006	1	
109.	25004	1	
110.	25003	1	
111.	25002	1	
112.	25000	1	
113.	24997	1	
114.	24992	1	
115.	24991	1	
116.	24990	1	
117.	24985	1	
118.	24984	1	
119.	24982	1	
120.	24981	1	
121.	24980	1	
122.	24978	1	
123.	24977	1	
124.	24976	1	
125.	24974	1	
126.	24972	1	
127.	24971	1	
128.	24952	1	
129.	24951	1	
130.	24950	1	



## Not supportive of the name 'Kirrip Park'

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
1.	25300		1	I have no issues with recognising traditional place names, but perhaps instead of virtual signalling, you focus on things like the ridiculous amount of graffiti that seems to be taking over the local areas? Posting via 'snap send solve' app is a waste of time, nothing gets actioned. We live in a beautiful part of Melbourne, but it's starting to look like a dump.	Comments forwarded to Community Safety Team

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
2.	25262		1	<p>-hard to pronounce and hard to spell</p> <p>-does not match or link to the place</p> <p>-does not recognise the public interest (one small community group likes it?)</p> <p>-I don't like the name</p> <p>-I don't think over \$14000 fees to the hard to pronounce and hard to spell</p> <p>-does not match or link to the place</p> <p>-does not recognise the public interest (one small community group likes it?)</p> <p>-I don't like the name</p> <p>-I don't think over \$14000 plus GST in fees to the Wurundjeri Woi-Wurrung Cultural Heritage Aboriginal corporation to be allowed to use the name is a responsible use of rate payers' funds, especially during this cost of living crisis.</p> <p>- I don't think you have been transparent about these costs as I had to click about 4 links to get through to the location of the minutes where the costs were listed. In addition to these fees, you will presumably need to pay costs for the creation and installation of signage. Please leave it or call it a different name.</p>	<p>Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation have confirmed the cost to name 'Kirrip Park' will be \$550 for initial name approval/translation and usage fee – ongoing \$3,500 plus GST.</p> <p>The park requires signage as no signage is currently present.</p>
3.	25225		1	<p>The name has no meaning to most members of the shire. How many first nations residents are there - 2%... 5%....10%....? This name is might be recognised by them - but not by the rest of the 98% of the community. Choose a name that corresponds to something in the area .</p>	<p>Council as the naming authority needs to comply with 'Naming rules for places in Victoria' statutory guidelines provided for under section 5 of the <a href="#">Geographic Place Names Act 1998</a>; these include 'Recognition and use of Traditional Owner languages' as one of the guiding principles.</p>

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
4.	25207		1	Does not adequately and quickly identify the area with its location. Im sire Civic Drive Reserve or similar is more appropriate to me. If it has to be the suggested name; does everything have to be named the same? John Monash is the greatest Victorian of the last 100 years. Not EVERYTHING is named after him. Just my opinion.	Council as the naming authority needs to consider the name proposal submitted for Civic Drive Precinct.
5.	25204		1	Unecessary why rename so noone knows where it is. Nillumbik Ciuncil obviously has bothing to do if this is the priority. Maybe sack some idle wirkers priposing this and start doing the job of roads, parks and rubbish. The windy mile is a pothole have use the money there instead	<p>Council as the naming authority is required to consider the name proposal submitted for Civic Drive Precinct.</p> <p>Registered names are essential for emergency services to identify locations.</p> <p>Council also resolved at the May 2016 Council Meeting to name the Civic Drive Precinct.</p>

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
6.	25190		1	The name Kirrip Park is already the name of a park on Buckhurst St, South Melbourne. Other than avoiding confusion the current name of 'civic drive playspace' is instantly recognisable as to the location of the park, the locals either call it by this name or 'snake/anaconda park' because of the large decorative snake in the playground. I think the current name identifies the park as well as possible while locals may continue to give it nicknames as they will, If its not broken don't fix it.	<p>Civic Drive Playspace only recognises the playground area not the entire Reserve/Park.</p> <p>Council could consider Civic Drive Park.</p> <p>Council has already considered Diamond Snake Parkland and Rainbow Snake Parkland, but these were not allowed for various reasons.</p> <p>Duplication is not allowed within the same locality or the following default distances:</p> <ul style="list-style-type: none"> <li>• metropolitan urban areas - 5 kilometre radius</li> <li>• regional urban areas, - 15 kilometre radius</li> <li>• rural or remote areas, within a 30 kilometre radius</li> </ul>

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
7.	25181		1	<p>I have no doubt 'Kirrip Park' does comply with the Naming Rules so I'm not going to try to rebut it on that point. Instead, I object to it because it's dull, uninteresting, predictable and cliché. If any betting agencies were offering a market for what would be the eventual winner for the name of this park, an Aboriginal name would've been an unbackable favourite.</p> <p>Obviously naming the park after a white male of significance would be out of the question, but a name that is of local social significance would have been a good option.</p>	
8.	25175		1	<p>Friend Park would do just fine. No need for the divisive nonsense.</p>	
9.	25167		1	<p>It has a similar pronunciation to the word 'Creep,' which is a shortened form of 'Creepy.' Naming our local park Kirrip could evoke unpleasant connotations associated with the word 'Creep,' which is not desirable.</p> <p>In addition to concerns about the potential association with the word 'Creep,' object to the proposed name 'Kirrip Park' based on Naming Rules for Places in Victoria 2022. The name fails to ensure public safety by potentially evoking feelings of unease or discomfort. Furthermore, it does not adequately recognise the public interest in having a park name that fosters a positive community environment.</p>	The naming principles includes Principal A – 'Ensuring public safety' which relates to naming not causing public and operational safety for emergency response or causing confusion for transport, communication and mail services.

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
10.	25166		1	It complies with the Naming Rules but I'm not supportive on the grounds that it is derived from the language of an unrepresentative ethnic group and is therefore divisive. I prefer a name that is more inclusive.	
11.	25164		1	Money not worth spending when it is already known as Civic Drive Precinct	The Park requires formal naming to be registered for emergency services.  Any name proposal needs to comply with the Naming rules for places in Victoria, which includes the consultation process and relevant cost. There are additional cost for registering a Traditional Owner name.
12.	25162		1	I never said it didnt- but do not believe it is necessary or wanted.	
13.	25158		1	I don't believe renaming anything is going to change the way indigenous people see the area, would care about it. So it's only going to offer confusion to people trying to find the park in the future and is a waste of money on signage changes.	The park currently has no signage and does require signage similar to other main Parks/Reserves.  Prior to signage being completed a formal name needs to be registered for Emergency Services.
14.	25153		1	Logic says name it Civic	Civic Drive Reserve Playground does appear as a Geomark on VicNames Register for the Park but is not the registered name.

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		Yes	No		
15.	25151		1	Leave it alone or call it Aussie Park	
16.	25150		1		
17.	25144		1	<p>What a stupid question. Of course it complies with your ridiculous naming rules but why do it ?</p> <p>Stop bowing to minorities !!!!</p> <p>I'm sick of you left wing woke councils and your disgusting waste of rate payers money.</p> <p>I regularly walk the area and the amount of rubbish, overgrown parks, branches down and graffiti is increasing. Maybe you should concentrate on jobs that your paid to do and not doing.</p> <p>Oh yeah and the cost of this useless naming ?</p>	<p>Registered names are essential for emergency services to identify locations.</p> <p>Council as the naming authority is required to consider the name proposal submitted for Civic Drive Precinct.</p>
18.	25133		1	Absolutely no need to waste time or money changing it	<p>The Park currently does not have a registered name.</p> <p>Registered names are essential for emergency services to identify locations.</p> <p>Council as the naming authority is required to consider the name proposal submitted for Civic Drive Precinct.</p>
19.	25131		1	<p>Leave it as civic drive play space and diamond valley sports and fitness.</p> <p>Our rates don't need to be wasted on a name change.</p> <p>Everyone knows the current names and there is no reason that they need to be changed</p>	<p>As noted above.</p> <p>The Diamond Valley Sports and Fitness Centre name will not be changed.</p>

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
20.	25123		1	I'm not supportive of it as it's the area I grew up in and associate the civic drive precinct with many of my childhood memories and associated family gatherings and rituals. Why would you change it? It's not about it not complying with the general principles in the naming rules for places victoria 2022 it's about discrimination towards non indigenous peoples. What's the significance of changing the name. What cultural heritage is there that supports a name change?	Council as the naming authority is required to consider the name proposal submitted for Civic Drive Precinct.  At present the Park does not have a registered name.  The Park could be named something else but needs to be registered for emergency services.
21.	25115		1	Kurtis has been used by neighbouring council Whittlesea. Why can't the community get a vote on say 3 options rather than the dictator style yes no it will happen anyway. Yes to a name. No to Kirrip	Council completed VicNames - Register duplication search, on the name 'Kirrip'. This allowed 5km duplication radius for Greensborough.  Only Kerri Street Reserve comes up in Whittlesea, but this name is not registered and is outside the 5km radius.
22.	25111		1	Kust call it Civic drive park	Council could consider this name.
23.	25104		1	Civic Drive park	Council could consider this name.
24.	25103		1	Name it something in English. Enough of this woke agenda you keep pushing. Civic Park is just fine.	Council could consider Civic Drive Park.
25.	25097		1		



No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
26.	25091		1	<p>I believe it should either be civic drive or named in relation to where it is located. Apollo parkways play space or something similar.</p> <p>Kirrip sounds like a suburb not a play space and there is already a Kirrip kindergarten in Wollert and Kirrip community centre in Wollert which could cause confusion as to where it is located. There is also a Kirrip park in south Melbourne.</p> <p>There is nothing else on Google with Apollo Parkway other than the school nearby. And there is no other Diamond Valley play space which the park is located next to Diamond Valley sports centre.</p>	<p>Council could consider Civic Drive Park.</p> <p>Council completed VicNames - Register duplication search, on the name 'Kirrip Park'. This allowed 5km duplication radius for Greensborough.</p> <p>Kerri Street Reserve, in Whittlesea, Kirrip Community Centre &amp; Kindergarten, Wollert are over the 5km radius.</p> <p>The name Apollo Parklands was proposed in 2021, but Geographic Place Names would not allow this. There is already Apollo Parkways Reserve within 5km radius.</p>
27.	25090		1	<p>Because the area was derived from Edward Bernard Green in 1841. So, why not name it Bernard Green Park? I'm sick to death of every bit of land being given indigenous connotation by councils. It's not their land, and we shouldn't be made to acknowledge it as theirs or be welcome to our own country. I wonder if the decision makers in council are happy to allow the local indigenous to name their own land.</p>	<p>Naming Rules for places in Victoria include the following naming principles: Principle E - Recognition and use of Traditional Owner languages; and Principle G - Gender equality.</p> <p>Greensborough has already been named after Edward Bernard Green.</p>

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
28.	25085		1	Rather ask the question, why does it comply with the rate payers? How about assure the locals, and traditional custodians that this land will remain as green, and development free as possible for as long as possible?	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  Under the Naming Rules, objections should include reasons why the name is not suitable and does not comply with the naming rules.
29.	25081		1	Spend our rate money on tangible things instead of wasting it on non issues such as this garbage	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations.
30.	25080		1	I find it deplorable that Nillumbik council is following in the footsteps of councils and government who are hell bent to create a 2 tiered country with one group alienating themselves from being known as Australian, having their own flag and the other group pandering to the Marxist activists.driving this division.	
31.	25076		1	Why waste time, money, and energy on renaming something that already has a name? It's senseless to do so particularly when racial motivated agenders are pushing the change. Please don't do it. There are so many other more deserving issues to address than this.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
32.	25073		1	There is no need to rename this Precinct as all ratepayers know where it is. This is a waste of ratepayers money. We want constructive action for our rates not this political nonsense	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations
33.	25070		1	In the ongoing financial crisis, this is frivolous spending of money needed for more important projects. Added to that, it is simply an exercise in "look what we did" so they can pat each other on the back. I am all for recognising and honouring the indigenous people, but this is poor timing. If the council has enough time to do this kind of stuff, maybe they are overstaffed and need a cull.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations.
34.	25067		1	Leave the name the same. No need to change it.	The Park does not have a registered name at present.
35.	25063		1	Why can't it just be called the Civic Drive Precinct?	Council could consider Civic Drive Precinct.
36.	25061		1	It might comply with the principles but I do not think the park should be renamed. Leave it as it is. Save the expense and put it to better use.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations.

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
37.	25059		1	Unnecessary waste of money. We have so many different nationalities in this country why do we always have to stuff around stroking the woke morons by naming everything aboriginal. Fix the bloody roads first.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations.
38.	25056		1	We don't need a name change. It is just a waste of ratepayer money	This is not a name change. The Park currently does not have a registered name.
39.	25055		1	No need. It's fine the way it is.  By the way, the question you asked is implying the decision is already made. So why even ask?	The Park currently does not have a registered name. Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations.
40.	25054		1	Because the Nation as a whole voted "NO" to the Voice and this is just a council still moving ahead in the direction of the Yes vote, despite the resounding "NO" result.	

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		Yes	No		
41.	25049		1	It does not recognise the public interest. The public interest is to reduce the taxes we pay and government debt. This is not necessary and wasting our money.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals. Registered names are essential for emergency services to identify locations.
42.	25045		1		
43.	25042		1	Civic Park - which I have called it for the 56 years I have lived in the area would be just as appropriate. Our council rate money would be better spent in fixing roads and rubbish.	Council could consider Civic Park.  Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  Having registered names assist emergency services.
44.	25040		1	Language - Because as per any Aboriginal name it's not easy to read.	
45.	25038		1	I don't like the name. It has no meaning to me	
46.	25032		1	Your question asks "am I supportive". My answer is no. The question was nothing to do with compliance of the general principles in naming rules	Council officers believe the name does comply with the Naming Principles.

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
47.	25029		1	A waste of tax payers money when there are far more important things to spend money on. Pot holes, Public Restrooms in Diamond Creek etc.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  Having registered names assist emergency services.
48.	25028		1	I support the whole precinct marked in yellow to be called Kirrip Park.  However, I cannot support at this stage the apparent renaming of the registered in Victorian place names of Greensborough Outdoor Performance Area NSP: Registered: Place ID 104523 without further information as it flies in the face of the statement above that "present the park area does not have a registered name with the Registrar of Geographic Names – Vicnames."  So it is a No from me	The outdoor performance area appears on Vicnames Register as Greensborough (Outdoor Performance Area) NSP, which is a CFA Neighbourhood Safer Place and is registered as such, this is what the NSP stands for. These names are not the same as registered feature names, they are registered for safety reasons on behalf of the Country Fire Authority (CFA).
49.	25026		1	I just think it would be better called something people will remember like Friend Park otherwise a lot of money will be spent and it will continue to be called Civic Drive park like it is now	Signage and name registration will assist with the new name of the Park.
50.	25025		1	Would like to see other options of names.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
					Council has consider over the past years other name proposals, which have not been supported by Geographic Place Names.
51.	25023		1	I do not believe this name is in the public interest. With acknowledgement of equality toward indigenous people, I believe this parkland services the whole community and not one minority. It should be representative of the majority of those in favour or sporting and outdoor playground activities. Perhaps a sporting icon as a commemorative nod to it as a sporting precinct.	Council first needs to consider the name proposal.  This would require another name proposal put forward to Council.
52.	25021		1	Offensive to indigenous people, we do not want to be 'friends' with the colonisers	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal have approved the name 'Kirrip Park' if Council resolves to name the Park.
53.	25020		1	The current name is perfect and what we know it as. Cut the crap with the woke indigenous bullshit. We as rate paters aren't interested in the stupid new name	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  Having registered names assist emergency services.
54.	25019		1	Why does it need to change? Aren't there other more important issues to address?	As above

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
55.	25017		1	It discriminates against me & other non indigenous people who don't speak that language. It doesn't recognise the public interest by using a different language to what the majority of locals speak. It's offensive that everything now needs to be names with aboriginal names.	
56.	25016		1	Does not need to be an aboriginal name	
57.	25015		1	Unnecessary use of rate payers money which could otherwise be put towards more pressing matters that will have a far greater impact on liveability of the shire.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  Having registered names assist emergency services.
58.	25014		1	Keep it general for all, not pc for some	
59.	25013		1	You propose a question here and confine an answer make this process as difficult to comply with as possible.  No one asked for a name change  A complete waste of taxpayers money.  Concentrate on roads and rubbish .	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  The Park does not have a name at present.  Having registered names assist emergency services.



No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
60.	25009		1	Everyone knows the place as the civic drive, preserve the historical name and it is a waste of money which can be put to better use.	Council is required to consider the name proposal 'Kirrip Park'.  Council could consider the name Civic Drive Park.
61.	25005		1	I don't see the point in valuable resources (rate payers \$\$\$) on futile attempts to appease a few noisy activists. I am sure the money could be better spent on actual services that will improve amenity	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  Having registered names assist emergency services.
62.	25001		1		
63.	24999		1	Leave the name as is. Focus on doing your basics and council, and aim to reduce costs and rates.	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.
64.	24998		1	Because it doesn't need to change we realise that the indigenous peoples were here for but this is modern Australia which now represents the peoples that made it what it is today.	
65.	24996		1	No need to change the name. Mire of council wasting valuable time and money that could be MUCH better utilised.	

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		Yes	No		
66.	24995		1	Whats wrong with Civic Drive Precinct ? Stop changing things for no good reason.	Civic Drive Precinct is not the registered name.  Council is required to consider the name proposed, but has the option to name the Park Civic Drive Precinct or Park.
67.	24994		1	There's no need to change the name at all	The park currently does not have a registered name.
68.	24993		1	My objection is to council spending money on name changes, surveys, signage and more. Even having council officer and consultants cost money that comes from ratepayers... the same ratepayers who are forced to cut our home expenses with high interest rates and inflation. The addition of all of these "small projects" drives rates higher when, quite frankly, we can't afford it. So, it's a no from me. Council needs to cut and minimise expenditure to help ratepayers survive.	The park currently does not have a registered name.  Council is a naming authority and has legal obligations to name features and ensure emergency services can locate Parks.
69.	24989		1	My concern is not the name itself but the \$\$\$ that may have to be spent on rebranding.	There currently is no signage for the Park, so signage is still required.
70.	24988		1		

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
71.	24983		1	Just leave it as is and concentrate on roads, rubbish & rates. Oh, graffiti removal also	The park currently does not have a registered name.  Council is a naming authority and has legal obligations to name features and ensure emergency services can locate Parks.
72.	24979		1	I don't see the reason for spending (my) rates money on consultations & potential signage, letterhead, website and stationery upgrades!!	Council as the naming authority needs to comply with 'Naming rules for places in Victoria' and consider name proposals.  The park currently does not have a registered name.  Council is a naming authority and has legal obligations to name features and ensure emergency services can locate Parks.
73.	24975		1	The name is used widely in the Melton area with 6 locations using that name.so would easily be confused as being in that area. In addition there is already a Kirrip Park in the City of Port Phillip - see below. So at least 2 of the naming rules have been broken. City Of Port Phillip January 3, 2019 · Kirrip Park is open Fishermans Bend's first new park was officially opened in October. Kirrip Park provides an urban oasis...	Council completed VicNames - Register duplication search, on the name 'Kirrip Park'. This allowed 5km duplication radius for Greensborough.

No	Contribution ID	Are you supportive of the name 'Kirrip Park'		Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022	Council officer comment
		Yes	No		
74.	24973		1	Totally over being aboriginal this and that. Call it friendship park or something in English. Stop wasting tax payer \$\$\$ changing names just because	This park does not currently have a registered name.  Registered names assist Emergency Services.

**Natalie Campion**

---

**From:** [REDACTED]  
**Sent:** Thursday, 9 May 2024 9:18 PM  
**To:** Nillumbik  
**Subject:** Fwd: dŸ , Autumn 2024 - Participate Nillumbik update dŸ ,

Dear Natalie,

In regards to the proposed name Kirrip Park, I think you need to make it clear to the community whether the Wurundjeri people have been consulted or not. It is very important for you to gain Wurundjeri approval for using their language before proposing to use it. This needs to be made clear in your community consultation.

The reason I say this is that councils have naming authority rights. Once a council has decided to name something like a park using a language such as that of the Wurundjeri people, and that name goes into the geographic place names register, the assumption is made by others that appropriate consultant has occurred between council and the relevant Traditional Owner (TO) group. In the future, these other people might use that name to also name certain features. If proper consultation with the TO group has not occurred at the outset then you are potentially perpetuating the cultural harms that our western institutions have been subjecting TO groups to for generations.

Please ensure you do the right thing, propose delaying the naming process if it results in genuine consultation.

All the best,

Name Natalie Campion - Coordinator Property  
Phone 03 9433 3111  
Email  
nillumbik@nillumbik.vic.gov.au<mailto:nillumbik@nillumbik.vic.gov.au?subject=Website%20enquiry>  
In writing

Po Box 476, Greensborough VIC 3088

----- Forwarded message -----

From: Community Engagement Nillumbik  
<engagement@nillumbik.vic.gov.au<mailto:engagement@nillumbik.vic.gov.au>>  
Date: Thu, 9 May 2024, 7:59â€ pm  
Subject: dŸ , Autumn 2024 - Participate Nillumbik update dŸ ,  
To: <brent.collett@gmail.com<mailto:brent.collett@gmail.com>>

Have your say

View this email in your browser<<https://mailchi.mp/3636524c7557/participate-nillumbik-update-summer-17391533?e=a1a0832588>>

[<https://mcusercontent.com/7d2eefdc78b8e3dec7d35a12c/images/8d64c8a5-be47-3394-10c7-2ee88b703b89.jpg>] <<https://vic.us4.list-manage.com/track/click?u=7d2eefdc78b8e3dec7d35a12c&id=c5b4a354a0&e=a1a0832588>>  
May 2024

We are already well into 2024 so that means we have lots of engagement news to share with you. Keep reading to learn more about the exciting projects we have open for feedback as well as plenty of project updates.

Have your say on:

**Natalie Campion**

---

**From:** [REDACTED]  
**Sent:** Sunday, 26 May 2024 1:01 PM  
**To:** Nillumbik  
**Subject:** Naming of Kirrup precinct

Dear Natalie

Thank you for the correspondence on the naming of the civic drive park precinct.

The residents of 14 Bullaroo crt Greensborough support the name of Kirrip Park.

Thanks for your information.

Kind regards

[REDACTED]

Saturday, 1 June 2024

To: Nillumbik Shire Council

From: Friends of Apollo Parkways

Submission in re: Civic Drive Precinct – Name Proposal

Friends of Apollo Parkways strongly support the name Kirrip Park for the area known as the Civic Drive Precinct Park.

Since 2007 our group has advocated for the retention of public open space and rezoning of the Land in Civic Dr to PPRZ. Giving our community hub the name that means Friend in Woi-Wurrung language emphasises the values of friendship, community involvement and connection to the Land.

During the development of the Civic Drive Precinct Masterplan, planners and consultants emphasised the current lack of signage and importance of 'wayfinding' information. FoAP request signage with the name of the park be installed following the decision. Given the number of visitors to all parts of the precinct and its expansive area the park needs additional signage with directional information such as pictorial maps and signs that literally point to where things are. These wayfinding signs will inform and assist people to navigate the area; for example, locating the DV Library or fitness stations from the playground.

Unfortunately, during the expansion of the DVSFC the builders misplaced a sturdy large panel that had the Rain Garden diagram with an explanation of how the Garden works and its benefits for the environment. We strongly recommend that the Rain Garden sign is remade and included in the comprehensive signage around Kirrip Park.

I would like to address the Planning and Consultation Committee in person on Tuesday, 16 July 2024.

Yours in Harmony,



President of Friends of Apollo Parkways

**Email from:**

Regards



**Civic Drive Park Naming**

This survey asks:

Please explain why you believe the name does not comply with any of the general principles in the Naming Rules for Places Victoria 2022

There are 13 Principles for Naming public places as stated in Section 2 Naming Principles of the “Naming rules for places in Victoria” document. It is stated that all these principles are equally important. It is not clear in Section 2 whether a name must meet all Principles, but given all are equally important, does missing one Principle knock the name out of contention? I presume so.

Some of these 13 Principles are Not Applicable to consideration of Kirrip Park as the name for the Civic Drive Park:

- D there in no chance of duplicate;
- G Gender equality NA;
- H Dual name not suggested;
- I Not a commemorative name
- J Not a commercial name
- L Not directional
- M Extent not applicable

This leaves 6 Principles to consider.

Surprisingly of these 6 Principles, 4 are either strongly or somewhat in support of indigenous names! Hence picking the indigenous word Kirrip (ie Friend) as the name put Kirrip in a very strong position and difficult to reject if the only reason for non acceptance is it doesn't comply with one of more of the Principles.

I freely admit I am somewhat opposed to using indigenous names when not applied to a feature with specific and special connection to indigenous people, or when proposed as a renaming of an existing name which has stood the test of time.

Most indigenous names have no meaning to a majority of people, including a many aboriginals who potentially do not speak the language from which the proposed name has been chosen.

Hence for the majority of park users Kirrip will be meaning less. Including for many of the 375 aboriginals living within Nillumbik who I would expect do not speak Woi-wurrung. However “meaningless”, or not understood by a majority of residents, is not one of the 7 applicable Principles and hence I cannot use “it is meaningless” as a reason for rejection.



Hence my comments on Kirrip when tested against the remaining 6 Principles:

**A      Ensuring Public Safety**    an emergency call from the park, for example to call an ambulance for a bad playground fall, could potentially go astray if the location is given as Kirrip Park. Hence Kirrip does not comply with this Principle.

**B      Recognising the public interest**    The definition of this Principle, as it would apply to a park, is somewhat unclear. "Meet you at Kirrip Park" is unlikely to be helpful as a direction and hence not in the public interest; although it is unambiguous. It does nothing re supporting Traditional Owner self-determination; but is not gender biased. Two for and two against with respect to this Principle.

**C      Linking the name to place**      Not sure how "Friend Park" even if in local aboriginal language provides a "link to place". Hence fails this Principle.

**E      Recognition and use of Traditional Owner languages**    As per my assessment of Principle C not sure how Aboriginal for friend "connects a name to a place". Nor does it "enable the wider community to be educated about Traditional Owner history and shared culture" -presumably local aboriginals had friends all over their area. So Kirrip meets the part of the Principle which "encourages use of Traditional Owner languages" but not the specifics of why this is encouraged.

**F      Names must not discriminate or be offensive**    I have not read the Equal Opportunity Act 2010 but not sure how non discriminatory it is having a name in a language spoken by much less than 1% of the Nillumbik population. Is this discriminatory?

**K      Language**      Seems to pass all this Principle's points listed to be considered when using Traditional Owner names.

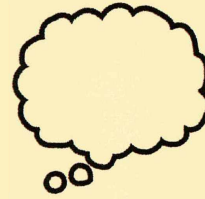
Hence in summary:

Kirrip Park:

- does NOT meet Principles A and C,
- only PARTLY meets Principle B and E
- unclear whether meets Principle F
- does meet Principle K



03 JUN 2024



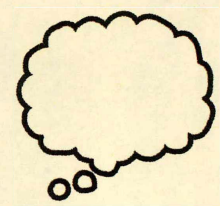
Corporate Info Received  
04 JUN 2024  
Nillumbik Shire Council

What do you think about the name  
**KIRRIIP PLAYGROUND?**

**KIRRIIP** means friends in Woi-wurrung language

I LIKE the name KIRRIIP it is nice	it's a nice name it is good	I don't like it that much	I LIKE how we are thinking of the wurrung people.	I like how we are thinking of the wurrung people.
I don't mind the name Kirrip	it is good.	I don't like the name Kirrip	I don't like the name Kirrip	I don't like the name Kirrip
I think the name should change the way it is written	I love it so much from	I love the name Kirrip.	I ♥ the name Kirrip	I like the name Kirrip Playground
I like this idea	I don't like the name Kirrip that much.	I like how it means friends.	I don't like it	I do not like that name
I don't like the name Kirrip	I like the name Kirrip	I don't like the name Kirrip.	I don't like it	I really like that the word means 'friends'.





What do you think about the name  
**KIRRIIP PLAYGROUND?**

**KIRRIIP** means friends in Woi-wurrung language


# *'Reflect'* Reconciliation Action Plan (RAP)

**PRELIMINARY DRAFT**



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## Acknowledgement of Country

Nillumbik Shire Council respectfully acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located, and we value the significance of the Wurundjeri people's history as essential to the unique character of the Shire. We pay tribute to all First Nations People living in Nillumbik, give respect to Elders past, present and future, and extend that respect to all First Nations People.

We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge the ongoing impacts of past trauma and injustices from Colonial invasion, massacres and genocide committed against First Nations People. We acknowledge that sovereignty was never ceded.

Wurundjeri Woi-wurrung people hold a deep and ongoing connection to this place. We value the distinctive place of our First Nations People in both Nillumbik and Australia's identity; from their cultural heritage and care of the land and waterways, to their ongoing contributions in many fields including academia, agriculture, art, economics, law, sport and politics.



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## Inclusion statement

Nillumbik Shire Council is committed to creating a fair, equitable and inclusive community where human rights are respected, participation is facilitated, barriers are addressed and diversity is celebrated. We support the rights of all people regardless of age, gender, ability or background. We value the diverse and changing nature of our community and understand that some groups and individuals experience more barriers than others.

If you require this document in another format, email [nillumbik@nillumbik.vic.gov.au](mailto:nillumbik@nillumbik.vic.gov.au) or phone 9433 3111.

# Scope & Structure

## What is a Reflect RAP?

Reconciliation Action Plans (RAP) have enabled organisations to take meaningful action to advance reconciliation since 2006. RAPs are developed in partnership with Reconciliation Australia, they are the national body who approve and monitor RAPs.

There are 4 types of RAPs: Reflect, Innovate, Stretch and Elevate. Each type of RAP is designed to suit an organisation at different stages of their reconciliation journey.

A Reflect RAP is for organisations who are new to reconciliation. A Reflect RAP is implemented over 12-18 months and focuses on 'getting the house in order'. This process will help to produce future RAPs and reconciliation initiatives that are meaningful, mutually beneficial and sustainable. A *Reflect* RAP is a public commitment published on Reconciliation Australia's website.

A Reflect RAP supports organisations to:

- Scope and reflect on how the organisation can contribute to reconciliation
- Develop and strengthen relationships with Aboriginal and Torres Strait Islander peoples and relevant stakeholders
- Determine the organisation's vision for reconciliation
- Explore the organisation's sphere of influence and consider where the organisation can have the best impact
- Engage staff and leaders in understanding the importance of reconciliation
- Establish an effective governance structure

After 12-18 months, Council will review its progress on the RAP actions with a view to progress to the next stage of the Reconciliation Australia RAP Framework.

## How has the draft RAP been developed?

The RAP Working Group are responsible for developing the RAP. They have used the template and guidelines from Reconciliation Australia. Reconciliation Australia is the national body who endorse and monitor all RAPs.

Activities within the RAP have been generated from feedback and ideas provided by:

- Nillumbik community members
- Wurundjeri Woi-wurrung Traditional Owners
- RAP Working Group
- Councillors and Council staff

Council undertook extensive community consultation in March and April 2023. The focus of the consultation was on seeking ideas and suggestions from the Nillumbik community on what actions the community would like to see within the RAP. The ideas have been reviewed by the RAP Working Group, and incorporated into the draft RAP. A summary report is available on the RAP Participate Nillumbik webpage.

Some ideas received were beyond the scope of a Reflect RAP, they align more to an Innovate RAP. These ideas have been recorded in an Appendix at the end of this document. Council intends to re-visit these ideas and hopes to action them in future RAPs.

The draft RAP has also been shared with Councillors, they have had an opportunity to provide input and feedback.

## **Structure of the draft RAP**

The final RAP will include the following components.

### **Design:**

1. RAP Artwork: A hero piece created by a local First Nations artist will be used on the front cover of the RAP and in the graphic design throughout the final RAP document. It is proposed that the artwork be added to Council's art collection.
2. Photos and images: Photos and images of past reconciliation activities and places in Nillumbik will be highlighted throughout the RAP document.
3. A suite of templates and communications resources will be created featuring the RAP artwork.

### **Content:**

1. Cover Page
2. Table of Contents
3. Glossary
4. Acknowledgement of Traditional Owners
5. Message from the Mayor and/or Councillors
6. Message from the CEO
7. Message from Traditional Owners
8. Message from Reconciliation Australia
9. Reconciliation Charter
10. Executive Summary
11. RAP Vision
12. About Nillumbik: This section includes statistics and demographics about Nillumbik as well as information about the Traditional Owner group.
13. Reconciliation Journey: This section includes background and historic information about past reconciliation activities and events in Nillumbik.
14. Governance: This section includes information about the RAP Working Group and Terms of Reference, the development of the RAP, and oversight and accountability of the RAP deliverables.
15. RAP Actions, Deliverables, Activities: this table is the main content of the RAP
16. Appendix

**Please note: For this round of community engagement feedback is sought on the RAP Vision and RAP Activities (column).**

## RAP Vision

At Nillumbik Shire Council we celebrate the living culture of the Wurundjeri Woiwurrung people of the Kulin Nation – the Traditional Custodians of the land, waters and sky where we live, work and play.

We honour our nation's rich and long history and culture. We commit to learn and understand; to acknowledge past atrocities and trauma experienced by First Nations people; to create space for truth telling and listening, and a pathway forward for healing; to celebrate First Nations people's spiritual connection to, and care for, the beautiful lands we all call our home.

Through connection and genuine partnerships we embed First Nations voices into our decision making. Through education, we enable change and growth while continuing our reconciliation journey.

DRAFT



## RAP Actions, Deliverables and Activities

RELATIONSHIP ACTIONS AND DELIVERABLES:		
<i>These deliverables relate to why building strong relationships between Aboriginal and Torres Strait Islander peoples and other Australians is important to Nillumbik Shire Council and its core business activities — themes include connecting people, sharing experiences, governance, communication, engagement and partnerships.</i>		
Action	Deliverable	Activities
<b>1. Establish and strengthen mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations.</b>	1.1 Identify Aboriginal and Torres Strait Islander stakeholders and organisations within our local area or sphere of influence.	1.1.1 Develop a comprehensive list of First Nations businesses, Community Leaders, Community Controlled Organisations and government agencies with relevance to specific Council departmental operations for the purposes of increasing engagement and consultation.
		1.1.2 Develop a list of culturally appropriate, First Nations specific local services and First Nations business, and develop relationships with these services and business.
	1.2 Research best practice and principles that support partnerships with Aboriginal and Torres Strait Islander stakeholders and organisations	1.2.1 Engage with First Nations Community Controlled Organisations, First Nations businesses, and mainstream corporations, institutions and state government agencies with First Nations specific units and services.
	1.3 Maintain and strengthen existing partnership collaborations with Wurundjeri Woi-wurrung Traditional Owners.	1.3.1 Continue to engage with Traditional Owners and Wurundjeri Elders via the monthly cultural consultation meetings.  1.3.2 Strengthen relationship with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation & Narrap team to <ul style="list-style-type: none"> <li>provide support with caring for country activities.</li> </ul>

		<ul style="list-style-type: none"> <li>embed connection to country into community infrastructure design and planning processes.</li> </ul>
		1.3.3 Educate the community on the programs and services provided by Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation.
		1.3.4 Develop a process for the prioritisation of names in Woi-wurrung language (e.g. street naming, open spaces, Council buildings)
<b>2. Build relationships through celebrating National Reconciliation Week (NRW).</b>	2.1 Circulate Reconciliation Australia's National Reconciliation Week (NRW) resources and reconciliation materials to our staff.	2.1.1 Continue to promote National Reconciliation Week (NRW) events, programs and activities in all Council media, publications and communications for staff and the community.
		2.1.2 Promote NRW events, programs and activities in Council's internal communications (e.g. Agora, Wedgetales, CEO email)
		2.1.3 Increase visibility of Council's support of NRW.
	2.2 Communicate the significance of National Reconciliation Week at staff meetings and in Director and staff eNews.	2.2.1 Continue to promote Nillumbik's Reconciliation Grant program through Council's media, publications and communications.
		2.2.2 Utilise NRW as an opportunity to provide professional development to Nillumbik Council Officers and volunteers on the meaning of Reconciliation week, with a specific focus on being an ally throughout dates of cultural significance
	2.3 RAP Working Group members to identify suitable local NRW events and participate in National Reconciliation Week	2.3.1 Continue to coordinate a NRW Flag raising ceremony and community events.
		2.3.2 Ensure First Nations people and Traditional Owners are involved in the planning and implementation of NRW activities and events.
	2.4 Encourage and support staff and senior leaders to participate in at least one	2.4.1 Promote employee and volunteer attendance at NRW activities as part of Council's HR Health & Wellbeing calendar

	external event to recognise and celebrate National Reconciliation Week.	
<b>3. Promote reconciliation through our sphere of influence.</b>	3.1 Communicate our commitment to reconciliation to all staff.	3.1.1 Identify relevant reconciliation Actions and deliverables for various committees and include as a standing agenda item for all internal and external Council meetings.
		3.1.2 Embed recognition of, and participation in, cultural dates of significance in business planning processes and individual performance dashboards
		3.1.3 Include RAP in new staff induction and orientation
		3.1.4 Include Reconciliation in business planning templates
		3.1.5 Ensure copies of the RAP (once endorsed and published) are readily available and visible in high traffic areas of all Council work places and community public places.
		3.1.6 Create a permanent section for reconciliation in all of Council's external and internal communication channels (e.g. Nillumbik News, Council website, Wedgetales, Agora, CEO email etc.) where information, events, programs and opportunities can be shared
		3.1.7 Highlight the RAP as part of Nillumbik's broader Strategic Planning framework.
	3.2 Identify and connect with external stakeholders that our organisation can encourage engagement on our reconciliation journey.	3.2.1 Advocate for reconciliation to be a standing agenda item through external Communities of Practice and networks
	3.3 Identify RAP and other like-minded organisations that we could approach to collaborate with on our reconciliation journey.	3.3.1 Provide ongoing support to the Nillumbik Reconciliation Group (NRG), including support in increasing the membership and participation of First Nations people
		3.3.2 Provide support to local and externally-run Early Years services undertaking their own RAP

<b>4. Promote positive race relations through anti-discrimination strategies.</b>	4.1 Research best practice and policies in areas of race relations and anti-discrimination.	4.1.1 Review organisational values to include reference to positive race relations, anti-racism and anti-discrimination.
		4.1.2 Continue to embed the Nillumbik Access, Equity & Inclusion policy
		4.1.3 Include an anti-racism and anti-discrimination statement of commitment on the Nillumbik website and social media channels to promote positive race relation.
		4.1.4 Review Council's social media guidelines to ensure they include a process for responding to discriminatory and/or racist comments on Council's social media channels
		4.1.5 Encourage use of the Nillumbik Community Profile and external research to ensure anti-discrimination and anti-racism strategies are evidence based and data informed to promote positive race relations.
	4.2 Conduct a review of HR policies and procedures to identify existing anti-discrimination provisions, and future needs.	4.2.1 Review all HR policies and processes to include reference to promotion of positive race relationships and zero tolerance for discrimination and racism

#### RESPECT ACTIONS AND DELIVERABLES:

*These deliverables relate building respect for Aboriginal and Torres Strait Islander peoples and cultures, and understanding of Aboriginal and Torres Strait Islander cultures, rights, and experiences. Themes include increasing staff and community knowledge, awareness and understanding, building cultural competency, and celebrating Aboriginal and Torres Strait Islander peoples and culture.*

Action	Deliverable	Activities
<b>5. Increase understanding, value and recognition of</b>	5.1 Consult with Traditional Owners and other stakeholders in ways that increase understanding, value and recognition of Aboriginal and Torres Strait Islander	5.1.1 Consult with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation on the provision of workshops, on country walks and formal cultural training options to be delivered by Elders and or Traditional Owners.

<b>Aboriginal and Torres Strait Islander cultures, histories, knowledge and rights through cultural learning.</b>	cultures, histories, knowledge and rights within our organisation.	
	5.2 Provide staff information session about local Aboriginal histories delivered by local Traditional Owners for the Nillumbik Shire and Wurundjeri Woi-wurrung Country.	5.2.1 Implement online cultural awareness training for new Councillors, employees and volunteers.
		5.2.2 Provide education to Council Officers, Councillors and Council volunteers on cultural awareness, cultural safety and cultural competency that includes First Nations local history, culture and specialist relevant content that is trauma-informed.
	5.3 Conduct a review of cultural learning needs within our organisation.	5.3.1 Implement recommendations as contained in the Nillumbik Cultural Reflections survey conducted in 2020.
		5.3.2 Commit to undertaking an ongoing internal Cultural Reflection Survey to monitor progress and identify gaps in the knowledge of Council Officers and volunteers.
	5.4 Contract First Nations providers to run cultural safety training for all staff and Councillors (mandatory).	5.4.1 Develop a list of First Nations providers of Cultural safety training and engage their services as key to implementing a cultural learning strategy.
<b>6. Demonstrate respect to Aboriginal and Torres Strait Islander</b>		5.4.2 Continue to engage Wurundjeri Woi-wurrung cultural training services as part of the cultural learning strategy.
	6.1 Develop an understanding of the local Traditional Owners of the lands and waters within our organisation's operational area.	6.1.1 Include a Welcome to Country, smoking ceremonies, dancers and cultural performers as best practice in all major Council events.
		6.1.2 Include Acknowledgement of Country as a standard item at the beginning of all internal and external meetings.

peoples by observing cultural protocols.		6.1.3 Develop cultural protocols guidelines and a days of significance schedule for access by all staff.
	6. 2 Increase staff's understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols.	6.2.1 Continue to upskill Council Officers and volunteers and create awareness of cultural protocol through internal communication channels (e.g. Wedgetales, Agora) and induction processes
		6.2.2 Consider the development of or permission to use an existing series of story-telling videos explaining different elements of cultural protocol to support community understanding
7. Build respect for Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.	7.1 Raise awareness and share information amongst our staff about the meaning of NAIDOC Week.	7.1.1 Share local NAIDOC week events, activities and programs through Council's external communication channels (e.g. social media, website, Nillumbik News, e-newsletters) and internal communication channels (e.g. CEO email, Wedgetales, Agora)
		7.1.2 Deliver a dedicated NAIDOC edition of Wedgetales during NAIDOC week
	7. 2 Introduce our staff to NAIDOC Week by promoting external events in our local area.	7.2.1 Increase visibility and celebration of NAIDOC week through email signatures, MS Teams/Zoom backgrounds, screen savers, and access to NAIDOC activities website.
		7.2.2 Work closely with Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation to ensure any Council-facilitated events during NAIDOC are culturally appropriate
	7. 3 RAP Working Group to participate in an external NAIDOC Week event.	7.3.1 Actively support Council Officers and volunteers to engage in NAIDOC week events
		7.3.2 Support First Nations peoples attendance at NAIDOC Week events through the provision of transport options
	7.4 Explore opportunities to participate in external NAIDOC events to be extended to all staff and Councillors.	7.4.1 Ensure Executive Leadership and Councillors lead by example in attending NAIDOC week events

<b>8 Recognise and celebrate Aboriginal and Torres Strait Islander dates of significance.</b>		7.4.2 Ensure Council Officer understanding of the option to work on a public holiday to provide an opportunity to participate in a NAIDOC event.
		7.4.3 Facilitate NAIDOC week activities to be delivered through the Nillumbik Living and Learning Centres, Edendale Community Farm and/or the Hurstbridge Hub.
	8.4 Develop a calendar of Aboriginal and Torres Strait Islander dates of significance to promote, commemorate and celebrate.	8.1.1 Update the Nillumbik Cause Days document (internal), Events calendar (external) and HR Health & Wellbeing calendar (internal) to include dates of cultural significance to be promoted to all staff.
		8.1.2 Promote and increase understanding of dates of significance through Council's external and internal communication channels
		8.1.3 Support RAP working group with budget and resourcing for facilitating participation in cultural dates of significance and associated events and activities
		8.1.4 Provide opportunities to First Nations individuals and groups to promote community-led cultural events and activities through Council's communication channels
		8.1.5 Explore extending Council's recognition of cultural dates of significance to Wurundjeri Week and Elders Day

OPPORTUNITIES ACTIONS AND DELIVERABLES:		
<i>These deliverables should define why opportunities for Aboriginal and Torres Strait Islander peoples, organisations and communities are important to Nillumbik Shire Council and its core business activities—themes include employment, procurement, professional development, retention, enabling access to systems and processes.</i>		
Action	Deliverable	Activities
<b>9 Improve employment outcomes by increasing Aboriginal and Torres Strait Islander recruitment, retention and professional development.</b>	9.4 Build understanding of current Aboriginal and Torres Strait Islander staffing to inform future employment and professional development opportunities.	9.1.1 Scope and implement First Nations identified Council Officer roles.
		9.1.2 Promote external employment opportunities and volunteer opportunities through First Nations media, job boards, networking groups and/or employment agencies.
		9.1.3 Develop and invest in the design of work experience, internships and traineeships opportunities that provide employment pathways for First Nations people.
		9.1.4 Strengthen relationships with First Nations employment agencies to increase First Nations employment at Nillumbik Council.
		9.1.5 Strengthen relationships with First Nations youth organisations to promote work experience opportunities and employment pathways for First Nations youth.
	9.2 Develop and implement an Aboriginal and Torres Strait Islander recruitment, retention and professional development strategy.	9.2.1 Provide tailored professional development pathways for First Nations Council Officers pursuing leadership, executive and political opportunities



		9.2.2 Support the retention of First Nations employees through culturally appropriate mentoring and provide access to a culturally sensitive EAP.
		9.2.3 Seek funding opportunities for Living and & Learning Nillumbik to support employment pathway programs to First Nations people.
		9.2.4 Explore the opportunity to sponsor a Narrap team member to undertake employment training.
		9.2.5 Review HR recruitment policies and processes to increase cultural safety in the workplace.
		9.2.6 Allocate budget to engage First Nations consultants to review position descriptions and recruitment material for First Nations identified positions
		9.2.7 Ensure a culturally safe workspace for First Nations employees and volunteers through increased visibility – including display of artwork by First Nations artists in the workplace and Acknowledgement of Country signage
		9.2.8 Facilitate opportunities for willing First Nations Council Officers and volunteers to connect with one another in the workplace, both socially and professionally
		9.2.9 Negotiate for the Employee Enterprise Agreement to provide specific First Nations cultural leave provisions for Sorry Business, cultural obligations, and attendance at days of significance including NAIDOC and National Reconciliation Week.
		9.2.10 Ensure all Managers, Coordinators and Leads receive training in and provide support and flexibility for First Nations Council Officers to access engage in and access cultural leave, including leave for Sorry Business, cultural obligations and days of significance.
	10.1	Review procurement policy to remove barriers to increasing supplier diversity
10. Increase Aboriginal and		10.1.1 Ensure that opportunities for First Nations businesses in the tendering for the supply of Council's services and materials are equitable, with exemptions applied where relevant.

<b>Torres Strait Islander supplier diversity to support improved economic and social outcomes.</b>		from Aboriginal and Torres Strait Islander owned businesses.
		10.1.2 Each Council department to compile and provide a list of potential services and supply needs for consideration in the review of the Procurement policy to understand where First Nations businesses can be engaged and prioritised.
	10.2	Investigate Supply Nation membership and Kinaway Aboriginal Chamber of Commerce
		10.2.1 Utilise and prioritise First Nations businesses and suppliers through Kinaway Chamber of Commerce and/or Supply Nation business directories.
		10.2.2 Promote the use of Kinaway Chamber of Commerce and Supply Nation business directories to community groups, schools and businesses, as well as managers, tenants and hirers of Council owned facilities
	10.3	Develop and communicate opportunities for procurement of goods and services from Aboriginal and Torres Strait Islander businesses to staff.
		10.3.1 Consider setting a target for the number of First Nations businesses & suppliers engaged through Nillumbik Council.
		10.3.2 Utilise First Nations businesses in the stocking of Council's retail ventures (e.g. Edendale Farm gift shop)
		10.3.3 Communicate Council's commitment to reconciliation and incorporate the use of First Nations businesses as a condition in all Request for Quote (RFQ) and tenders.

GOVERNANCE ACTIONS AND DELIVERABLES:	
<i>These deliverables specify Nillumbik's Council's RAP Governance obligations under Reconciliation Australia's Reflect RAP Framework.</i>	
Action	Deliverable
11. Establish and maintain an effective RAP Working group (RWG) to drive governance of the RAP.	11.1 Maintain Aboriginal and Torres Strait Islander representation on the RWG, including identified positions for Wurundjeri Woi-wurrung Traditional Owners.
	11.2 Establish and apply a Terms of Reference for the RWG.
	11.3 Meet at least four times per year to drive and monitor RAP implementation.
12. Provide appropriate support for effective implementation of RAP commitments.	12.1 Define resource needs for RAP implementation.
	12.2 Engage our senior leaders and other staff in the delivery of RAP commitments.
	12.3 Define and maintain appropriate systems to track, measure and report on RAP commitments.
	12.4 Appoint and maintain an internal RAP Champion from senior management.
13. Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.	13.1 Contact Reconciliation Australia to ensure that our primary and secondary contact are up-to-date to ensure we are receiving important correspondence.
	13.2 Follow up with Reconciliation Australia if we have not yet received our unique reporting link to participate in the RAP Impact Measurement Questionnaire.
	13.3 Complete and submit the annual RAP Impact Measurement Questionnaire to Reconciliation Australia.
14. Continue our reconciliation journey by developing our next RAP.	14.1 Register via Reconciliation Australia's <a href="#">website</a> to begin developing our next RAP.

## Appendix 1

This draft has been informed by extensive consultation conducted by Nillumbik Shire Council during 2023 which produced 149 recommendations. The majority of these recommendations have been incorporated into the draft RAP.

Some of the recommendations were:

- Similar or duplicates
- Relate to activities that have already been undertaken and or are currently underway
- Or are beyond the scope of this level of Reflect RAP.

As it is not feasible to incorporate all 149 recommendations, this draft RAP incorporates only those recommendations that are relevant and align to the actions areas and deliverables within the Reflect RAP template provided by Reconciliation Australia.

Recommendations that were duplicated, already in progress, or beyond the scope of a Reflect RAP have been listed in the '*Additional Recommendations*' table below. These ideas have been recorded in the Appendix to show that Council intends to re-visit these ideas and hopes to action them in future RAPs.

Additional Recommendations	
ACTION 1 Recommendations	
Include First Nations-identified positions in Council's Advisory Committees, including VACCHO representation on the Health & Wellbeing Advisory Committee.	
Strengthen relationships with KESO (Koorie Education Support Officers) and reconciliation portfolio holders, including teachers and student-led groups, at local primary and secondary schools	
Strengthen relationships with VACCHOs (Victorian Aboriginal Community Controlled Health Organisations) and First Nations health teams in local community health services	
Strengthen relationship with Koorie Youth Council	
Strengthen relationship with Bubup Wilam to support best practice in Nillumbik Early Years services in caring for First Nations children and families	
Strengthen relationship with the Korin Gamadji Institute (KGI) through Aligned Leisure's management of Nillumbik leisure facilities	
Strengthen relationship with VASCAL (The Victorian Aboriginal Community Services Association)	
Strengthen relationship with Djirra in the implementation of Nillumbik's Gender Equality Action Plan (GEAP)	
Strengthen relationship with Department of Families, Fairness and Housing (DFFH) – Aboriginal Self-determination and Outcomes division	
Ensure planning application processes and GIS mapping systems identify where Cultural Heritage Management Plans (CHMPs) are required	
Increase understanding and appropriate use of cultural protocol in Council's day to day operations	
Develop a register of cultural sites of significance throughout the Shire (e.g. scar trees) and utilise overlays to flag cultural sensitive areas in need of protection	
Utilise exemptions where appropriate to prioritise engage of First Nations businesses in First Nations events, programs and initiatives	
Review communications processes to ensure cultural sensitivity in Council's media, publications and communications with regards to circumstances where a First Nations person has passed away	
Increase representation and visibility of First Nations community in Council's media, publications and communications	
Establish a Community of Practice for Early Years services to build the capacity of services to meet Victorian Child Safe Standard 1: <i>Culturally safe environments – Establish a culturally safe environment in which the diverse and unique identities and experiences of Aboriginal children and young people are respected and valued.</i>	
Establish an internal support network for First Nations employees and volunteers.	
Include local sites of cultural significance in Council's induction bus tour for new employees	
Participate in the Victorian Traditional Owner Cultural Fire Knowledge group	
Incorporate the costs associated with cultural protocol (e.g. Welcome to Country) into all Council grant applications as best practice.	
Action 2 Recommendations	
Utilise community buses to support transport needs in attending NRW events.	
Action 3 Recommendations	

Incorporate a Welcome to Country and smoking ceremony into the commencement proceedings of each Council term.
Facilitate Naming Ceremonies for First Nations infants in Nillumbik Shire
Develop and house information on Nilli-Wiki to support Customer Experience in competently responding to community members with regards to cultural protocol and to connect community members to relevant services
Include a reconciliation commitment statement in all position descriptions
Pro-map common questions regarding cultural protocol to support Council Officers to be confident in embedding cultural protocol in their work
Include an Acknowledgement of Country in all external and internal Council publications
Include the Reconciliation Charter in the RAP
Outline next steps for subsequent RAPs within the Reflect RAP
Plan for and facilitate a RAP launch event
Increase visibility for all Council Officers and volunteers through the wearing of lanyards and/or ally badges
Develop an organisational commitment statement to replace the Nillumbik Reconciliation Charter
Include having a conversation about Nillumbik's commitment to reconciliation in the induction checklist for new employees and volunteers
Ensure Nillumbik Council's commitment to reconciliation is reflected in lease and licencing agreements
Review Financial Hardship policy with a First Nations lens
Ensure that the finalised RAP is accessible to all, and present in alternative formats as needed (e.g. Easy English, Plain Language, translations)
Provide support to local sporting clubs in undertaking their own RAP
<b>Action 4 Recommendations</b>
Include a review of cultural leave needs to advocate for inclusion of dedicated leave in the Employee Enterprise Agreement
Ensure a First Nations lens over the review of customer experience strategy
<b>Action 5 Recommendations</b>
Provide support to community groups, schools, businesses and other stakeholders to engage in cultural awareness, safety and competency training
Recognise the achievements and contributions of local First Nations people through Council's media, publications and communications, as well as through Awards programs
Update all publications that include an 'Introduction to Nillumbik' section to reflect local First Nations history.
Update Project Management Plans (PMPs) to prompt timely engagement with Traditional Owners for all relevant projects
Recognise local First Nations culture, history and knowledge through the naming of significant places, infrastructure, streets and reserves in Woi-wurrung language
Reflect local First Nations history in Nillumbik's Community Vision and Council Plan.
Provide support to local historical society groups to engage in truth telling by including First Nations history in their materials and information sharing
Ensure Council-run education opportunities (e.g. Living and Learning programs, Edendale school programs) incorporate a First Nations lens

Implement regular, informal opportunities for Council Officers to raise questions and share knowledge, in addition to formal education opportunities.
Create a glossary of terms with regards to reconciliation for Council Officers to refer to in a central location (e.g. Agora)
Increase Council Officer knowledge and understanding of the Native Title and Aboriginal Heritage Act 2006
<b>Action 6 Recommendations</b>
Develop and house information on Nilli-Wiki to support Customer Experience in competently responding to community members with regards to cultural protocol and to connect community members to relevant services
Incorporate a Welcome to Country and smoking ceremony into the commencement proceedings of each Council term
Facilitate Naming Ceremonies for First Nations infants in Nillumbik Shire
<b>Action 7 Recommendations</b>
Cross-promote events with other local governments, in acknowledgement that Wurundjeri land does not align with municipal boundaries
Support truth-telling by publicly recognising January 26 as a day of mourning for First Nations people
<b>Action 8 Recommendations</b>
<b>Action 9 Recommendations</b>
Communicate the importance of reconciliation to Nillumbik Shire Council through a Nillumbik Employee Value Proposition statement
Ensure First Nations Council Officers are given priority in representation on the RAP working group.
Implement a new stream of 'Coffee Roulette,' where Council Officers can opt into network with and learn from colleagues with lived experience.
Promote Council Officer engagement with Maggolee.
Be aware of barriers that First Nations people may experience in recruitment – ensure Human Resources provide practical support to teams in making reasonable adjustments through the recruitment process to address barriers and ensure a culturally safe recruitment experience
<b>Action 10 Recommendations</b>
Increase community awareness of 'black cladding' in businesses
Add suppliers from the Kinaway Chamber of Commerce directory to the 'preferred suppliers' list

**Nillumbik Shire Council**

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# Community Engagement Findings Report

## Draft Reconciliation Action Plan

Prepared May 2024

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### Acknowledgement of Country

Nillumbik Shire Council respectfully acknowledges the Wurundjeri Woi-wurrung people as the Traditional Owners of the Country on which Nillumbik is located, and we value the significance of the Wurundjeri people's history as essential to the unique character of the Shire. We pay tribute to all First Nations People living in Nillumbik, give respect to Elders past, present and future, and extend that respect to all First Nations People.

We respect the enduring strength of the Wurundjeri Woi-wurrung and acknowledge the ongoing impacts of past trauma and injustices from European invasion, massacres and genocide committed against First Nations People. We acknowledge that sovereignty was never ceded.

Wurundjeri Woi-wurrung people hold a deep and ongoing connection to this place. We value the distinctive place of our First Nations People in both Nillumbik and Australia's identity; from their cultural heritage and care of the land and waterways, to their ongoing contributions in many fields including academia, agriculture, art, economics, law, sport and politics.



### Inclusion statement

Nillumbik Shire Council is committed to creating a fair, equitable and inclusive community where human rights are respected, participation is facilitated, barriers are addressed and diversity is celebrated. We support the rights of all people regardless of age, gender, ability or background. We value the diverse and changing nature of our community and understand that some groups and individuals experience more barriers than others.

## Project background

In line with the Council Plan 2021-2025, Nillumbik Shire Council is committed to developing a Reconciliation Action Plan (RAP). A RAP is a formal commitment to support First Nations peoples' rights, culture, heritage, needs and aspirations. The draft RAP has been developed to guide Council's approach in taking meaningful action to advance reconciliation next 12 – 18 months.

### What is a Reflect RAP?

Reconciliation Action Plans are developed in partnership with Reconciliation Australia, they are the national body who approve and monitor RAPs. There are 4 types of RAPs: Reflect, Innovate, Stretch and Elevate. Each type of RAP is designed to suit an organisation at different stages of their reconciliation journey.

A Reflect RAP is for organisations who are new to reconciliation. A Reflect RAP is implemented over 12-18 months and focuses on 'getting the house in order'. This process will help to produce future RAPs and reconciliation initiatives that are meaningful, mutually beneficial and sustainable. A *Reflect* RAP is a public commitment published on Reconciliation Australia's website.

A Reflect RAP supports organisations to:

- Scope and reflect on how the organisation can contribute to reconciliation
- Develop and strengthen relationships with Aboriginal and Torres Strait Islander peoples and relevant stakeholders
- Determine the organisation's vision for reconciliation
- Explore the organisation's sphere of influence and consider where the organisation can have the best impact
- Engage staff and leaders in understanding the importance of reconciliation
- Establish an effective governance structure

After 12-18 months, Council will review its progress on the RAP actions with a view to progress to the next stage of the Reconciliation Australia RAP Framework.

### How has the draft RAP been developed?

The RAP Working Group are responsible for developing the RAP. They have used the template and guidelines from Reconciliation Australia. Reconciliation Australia is the national body who endorse and monitor all RAPs.

Activities within the RAP have been generated from feedback and ideas provided by:

- Nillumbik community members
- Traditional Owners - Wurundjeri Woi-wurrung Aboriginal Cultural Heritage Corporation

- RAP Working Group
- Councillors and Council staff

#### *Stage 1 – consultation*

Council undertook extensive community consultation in March and April 2023. The focus of the consultation was on seeking ideas and suggestions from the Nillumbik community on what actions the community would like to see within the RAP. The ideas have been reviewed by the RAP Working Group, and incorporated into the draft RAP. A summary report is available on the RAP Participate Nillumbik webpage.

#### *Stage 2 – consultation on draft*

Following on from the 2023 community consultations that informed the draft RAP, an additional community consultation process was undertaken to obtain feedback on the draft RAP. Public submissions were open from 2 May 2024 to 26 May 2024.

The purpose of the consultation was to:

- Provide the public with an opportunity to comment and offer feedback on the draft RAP and vision, rather than generating new ideas.
- Outline agreement or concerns with the draft Reflect RAP vision and actions.
- Highlight any major gaps in the vision or actions (these must relate to evidence-based needs that apply to more than one community group or individual).
- Outline any key considerations for the implementation of the actions already identified in the plan.

Findings of the consultation are outlined in this report.

## **How we engaged**

Officers engaged with the community through the following methods:

- **Community feedback drop-in session:** (24 Total Attendance)
  - Eltham Library Drop-in – Monday 20 May 2024 (24 Participants)
- **Participate Nillumbik Page:** (165 Visitors – 16 Contributions)
- **Email feedback:** [reconciliation@nillumbik.vic.gov.au](mailto:reconciliation@nillumbik.vic.gov.au) (1 Participant)
- **Phone – by appointment:** (0 appointments)
- **Focus group session/s with 2023 participants:** (0 sessions were requested)

- **Wurundjeri Woi-wurrung Aboriginal Cultural Heritage Corporation**  
**Cultural Consultation:** (3 participants from the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation)

## **Who we engaged with**

The below information pertains to demographic data collected via the Participate Nillumbik survey. Demographic information was not collected during community, internal or stakeholder consultations.

### **Participate Nillumbik Survey**

Only 3 of 16 respondents answered the demographic questions. One participant revealed that they are not a resident of the Shire of Nillumbik. The data does not allow a representative sample or provide an accurate overview of who participated in the survey so this information is not included in this report.

### **Email feedback**

One local organisation representative – Women's Health in the North (WHIN).

### **Phone by appointment**

No participants used this method.

### **2023 focus group members**

No participants used this method.

### **Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation Cultural Consultation**

One staff member and 2 Traditional Owner Elders were consulted on 9 May 2024 as part of the Nillumbik monthly Wurundjeri Woi-wurrung Cultural Consultation.

### **Community feedback drop-in session**

A drop-in stall was set up inside the Eltham Library from 10:00am – 1:00pm on Monday 20 May to provide information about the Draft RAP, ways to participate in the consultation process and answer any questions. The drop-in session was promoted encouraging community members to provide verbal feedback, take hard copies of the Draft RAP and use the QR code to easily access the Participate Nillumbik RAP feedback survey. The consultation was held before, during and after story-time on a Monday morning at Eltham Library.

Most participants were attendees of story-time, however no detailed demographic data was collected during the session. The following are observations of participants.

Of the 24 participants who spoke with Council staff (some used the QR code to download the feedback form), most were females who lived in the Shire of Nillumbik. Participants were a range of parents and grandparents and were unaware of the consultation before attending the library. Other participants were tertiary students of mixed genders from the local area who were attending the library for study purposes.

**What we heard**

Council used various engagement methods to gain feedback from the whole community and to maximise participation. The following outlines what we heard using each engagement method.

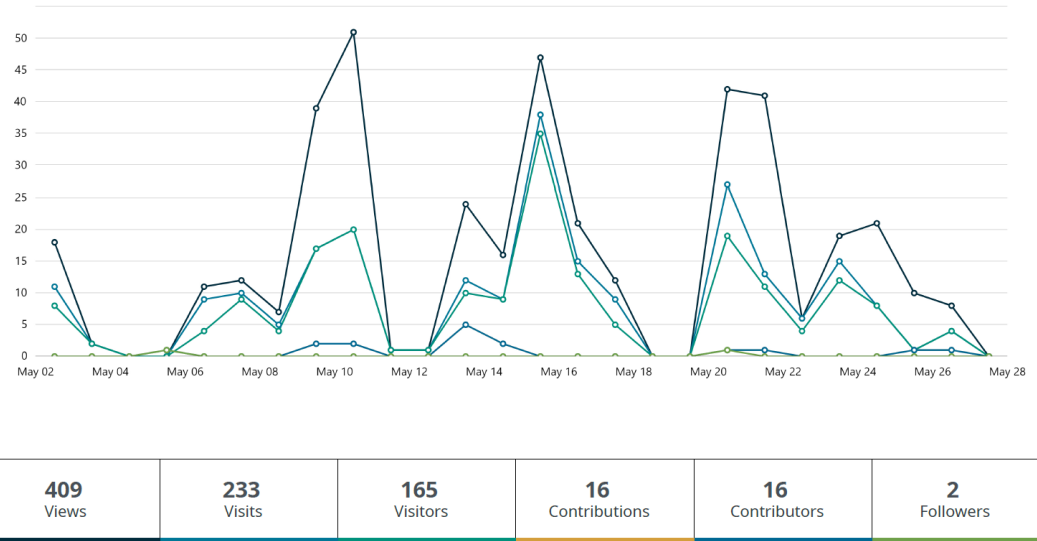
**Participate Nillumbik**

**Engagement**

The Participate Nillumbik Page launched on 2 May 2024 to 26 May 2024.

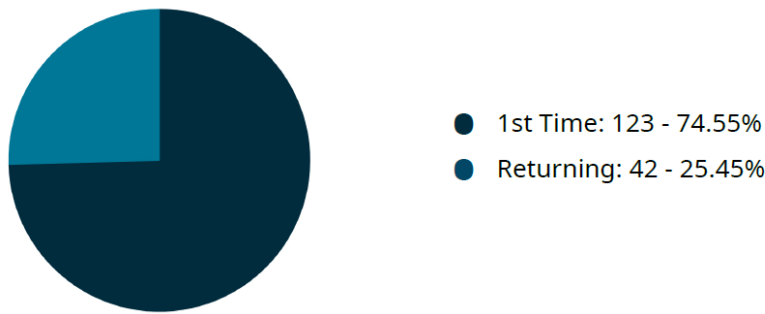
Views:	409
Visits:	233
Visitors	165
Downloads	49
Contribution	16
Project Followers:	2

Figure 1: Performance Summary of engagement throughout the duration of the engagement:



The above chart (*figure 1*) demonstrates how the Participate Nillumbik Page was accessed during the engagement period. Approximately 25% of the contributions were made on the same day as the community consultation drop-in session, the majority of contributions were submitted before 20 May 2024.

Figure 2: Comparison between new and returning visitors



The above (*figure 2*) demonstrates the high percentage of first-time visitors (~75%) to the site with ~25% returning at least once during the engagement period.



Figure 3: Referral Types



The above (figure 3) indicates that most participants (74%) engaged directly with the engagement site by entering the exact web address or URL of the page. 13% of participants arrived at the site by using a search engine and 10% arrived at the site by clicking a link from an external website. Social media and email campaigns only resulted in 1% of participants accessing the site using each referral mode.

### Support for the Vision

Proportion of support– 56% (n= 9) of Participate Nillumbik survey participants supported the vision in the RAP, 43% (n= 7) did not support the vision. All participants responded to the question asking whether they support the vision.

### Additional feedback

The participants that did not support the vision mostly focused on reasons for not supporting Council undertaking reconciliation work rather raising than any specific issues with the Draft RAP's contents. Most participants who supported the vision and RAP made various suggestions for improving the RAP as outlined below.

### Email feedback

#### Support for the Vision

The vision was supported.

#### Additional feedback

WHIN offered various suggestions for improving the RAP, particularly regarding advancing gender equality as outlined below.

### **Wurundjeri Woi-wurrung Aboriginal Cultural Heritage Corporation Cultural Consultation**

Support for undertaking the RAP process was expressed. It was recommended that Council ensures that the RAP actions are spread across different Council units to achieve a whole of Council reconciliation approach.

#### **Community feedback drop-in session**

Most participants said that they would undertake the RAP Participate Nillumbik survey rather than provide formal verbal or hand-written feedback at the drop-in session. General comments were made in support of the RAP actions.

#### **Support for the Vision**

Drop-in participants were invited to place a sticker on a poster asking whether they support the RAP vision. Only two participants placed a sticker on the poster. Proportion of support – 8% (n=2/25) of participants supported the vision in the RAP, 0% did not support the vision, 92% did not respond to the question asking whether they support the vision.

Approximately 22 of the 24 people who Council officers spoke with at the drop-in expressed verbal support for the vision. Two expressed a lack of support for reconciliation work being undertaken by Council.

#### **Additional feedback**

No written responses about the RAP were provided by participants at the drop-in session. Approximately eight verbal comments were made about the RAP plan and actions. The two participants who did not support reconciliation work also disagreed with the development and implementation of the RAP. Approximately six participants supported the RAP and made various supportive comments about the RAP actions.

## Summary and comments on submissions to Draft RAP

No.	Date received	Vision supported?	Summary of submission	Officer comments	RAP Working Group recommendations
1.	5/5/24	Yes	Vision and plan are supported. Recommended that the RAP includes more direct actions that enable reconciliation through sports, recreation and arts activities.	No change as Council has limited resources to address a broad range of actions.	Agreed with Officer comments
2.	9/5/24	No	Vision and plan not supported as considered irrelevant to Council business and a waste of funds and resources.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.
3.	9/5/24	No	Vision and plan not supported as seen as ratepayers money wasted, is in the past, and that the RAP process divides society by race.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.
4.	10/5/24	Yes	Vision and plan are supported. Recommended that the RAP be more closely aligned with principles of self-determination to effect more meaningful outcomes.	No change as Council has already committed to a Reflect RAP that sets the foundations for future actions that align more closely with self-determination as part of the overall RAP process.	Agreed with Officer comments.

No.	Date received	Vision supported?	Summary of submission	Officer comments	RAP Working Group recommendations
5.	10/5/24	No	Vision and plan not supported as seen as money wasted for a minority of the community and that the RAP process divides society by race.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.
6.	13/5/24	Yes	No comments.	No change.	Agreed with Officer comments.
7.	13/5/24	Yes	The RAP is highly ambitious and will need to be well resourced to complete all actions within the 12 – 18 month timeline, otherwise it risks over-promising  Recommends that the RAP vision is further simplified and ensure actions are within Reflect RAP guidance.	This is an ongoing commitment to reconciliation and many actions are ongoing and will be carried over to future RAPs.	Agreed with Officer comments.
8.	13/5/24	Yes	Recommended that a review date for completion of RAP is included to demonstrate commitment, timelines are considered very short.	Could include completion date of Reflect stage within the action plan.	Stated that a reasonable timeline is already committed to by nominating 12 – 18 months.
9.	13/5/24	No	Vision and plan not supported as considered irrelevant to Council business.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.

No.	Date received	Vision supported?	Summary of submission	Officer comments	RAP Working Group recommendations
10.	13/5/24	No	Vision and plan not supported as seen as duplicating plans already in place by state and federal government levels.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.
11.	14/5/24	Yes	No comments.	No change.	Agreed with Officer comments.
12.	14/5/24	No	RAP deemed inappropriate as “the past is the past”.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.
13.	20/5/24	No	Vision and plan not supported as considered preferential treatment.	No change as Council has already committed to a RAP.	Agreed with Officer comments. Add commentary to RAP that undertaking the RAP is in alignment with community expectations.
14.	21/5/24	Yes	Vision and plan are supported. Wurundjeri Woi-wurrung place naming and signage, acknowledgement plaques were suggested as important additions.	Consider that a policy position for naming and acknowledgements are included as an action.	Agreed with Officer comments.
15.	25/05/24	Yes	No comments.	No change.	Agreed with Officer comments.

No.	Date received	Vision supported?	Summary of submission	Officer comments	RAP Working Group recommendations
16.	26/05/24	Yes	Vision and plan are supported. Interested to see more details about how things will be actioned and sustained.	No change.	Implementation progress should be regularly communicated and more detailed plan articulated.
17.	27/05/24	Yes	Vision and plan are supported. Recommended that a place-naming process be established, promotion of events and ensuring a gender lens on procurement, RAP working group membership and undertaking a Gender Impact Assessment on the RAP.	Recommend that a policy position for naming and acknowledgements are included as an action.  No change: Focus on events will be relevant for next RAP. Consider when implementing: apply a gender lens to procurement actions and undertaking a GIA on the RAP and Working Group when TOR are reviewed.	Agreed with Officer comments.
18.	9/5/24 Wurundjeri Woi- wurrung Cultural Consultation	N/A	Support for undertaking the RAP process was expressed. It was recommended that Council ensures that the RAP actions are spread across different Council units to achieve a whole of Council reconciliation approach.	No change as Council has already committed to a whole of Council approach. However, once the RAP is endorsed a more detailed plan will need to be prepared to ensure that implementation is embedded into Council business across units.	Agreed with Officer comments

## Key themes

The Traditional Owners supported Nillumbik Shire Council's RAP.

Overall, most other participants supported the Draft RAP and its vision.

### Vision

Few comments were made directly about the vision as most comments related to the overall RAP and whether they support Council undertaking a reconciliation process. Of the comments that referred to the vision, a concern with ensuring that Council could realise it across the whole Council and sustain it was expressed.

### Draft RAP

The key strengths identified by participants included:

- The RAP includes building a culturally safe organisation
- The RAP promotes reconciliation
- The RAP process will help to produce future RAPs and reconciliation initiatives that are meaningful, mutually beneficial and sustainable
- The RAP aims to achieve best possible outcomes in reconciliation

Opportunities to improve the RAP identified by participants included:

- The RAP is over-promising as it is too ambitious and unachievable within the 12 – 18 month timeline
- The timeline is too vague and therefore risks a lack of commitment

Reasons given for supporting the RAP included:

- The RAP ensures more meaningful outcomes and more genuine reconciliation.
- As a start on the Reconciliation road the RAP is good.
- It's important to see Wurundjeri ownership within the landscape of Nillumbik.
- Support for the ambitions set out within the actions.
- Reconciliation requires ongoing commitment.
- Meaningful reconciliation involves addressing systemic inequalities and empowering Indigenous voices beyond commemorative events.
- Ensure Indigenous perspectives are central to policy.
- Reconciliation needs to include direct actions - we need to support recreational activities and events to embrace First Nations culture.

Reasons given for not supporting the RAP included:

- Sees the RAP as offering preferential treatment and not promoting equity and inclusion.
- Colonisation is in the past and no longer relevant.
- It is not the role of local government to do reconciliation work.
- The RAP is duplicating work being done at state and federal levels.
- A First Nations voice was voted against in the 2023 Referendum.
- Divisive and wastes ratepayers money.
- Disagrees with use of Aboriginal names.
- RAP perceived as only benefitting Aboriginal people who are a minority of the population.

Further questions/comments that were raised about the RAP were:

- How will truth-telling and healing be undertaken?
- Can a timeline for review be included?
- Opportunity to mention self-determination.
- Have you considered positions of influence as dedicated Aboriginal positions?

## **Summary recommendations**

The Traditional Owners recommended that RAP actions be distributed and implemented across Council units to support a whole-of-organisation transformation. Other RAP implementation recommendations concerned:

- Ensuring that the RAP is achievable and sustainable over time
- Included suggestions for how the RAP should be implemented eg. Signage and place naming, ensuring gender equality, enabling First Nations led initiatives, developing cultural safety
- Offering alternatives to a RAP based on equity models developed outside of Australia
- Maximising the effectiveness of the RAP by clarifying RAP timelines and minimising duplication between levels of government; ensuring whole of Council implementation

Additionally, various recommendations were made for Council to include actions that go beyond the Reflect RAP level such as embracing additional pillars that promote self-determination, increased power and decision-making

## **Next steps**

A Councillor Briefing is scheduled for 4 June 2024 and a Planning and Consultation Committee meeting on 16 July 2024. These meetings will provide Councillors an opportunity to review and listen to the feedback from the community and incorporate changes/recommendations in the final Reflect RAP. A Council meeting to endorse the Reconciliation Action Plan is scheduled for August 2024. The RAP will be



submitted to Reconciliation Australia in September 2024. The RAP will be officially launched late December 2024 or early 2025.

The engagement undertaken was not only an opportunity to receive feedback on the Reconciliation Action Plan Draft, it has presented an opportunity for Nillumbik Shire Council to engage with the community, listen to their feedback and engage in discussion on how to meet its commitment to reconciliation.

Nillumbik Shire Council will continue to work closely and engage with Traditional Owners, Reconciliation Australia and the broader Nillumbik community throughout this finalisation process and its implementation.

## Public submissions - Draft Reconciliation Action Plan

No.	Date Submitted	Support the vision?	If no, explanation	Do you have any additional feedback on the RAP?
1	26/05	Yes		Congratulations to Working Group and all concerned with the development of this RAP. I can see that it is a Reflect RAP and that some of the actions I would like to see belong to the next level of RAP. I have questions as to the 'how to' do things like Truth telling and healing. What are the actions associated with these very apt visions. But as a start on the Reconciliation road this RAP is good. I hope that the Shire's efforts in putting this vision into practice across all departments of Shire activity will not fade out. It needs to be sustained for all staff and councillors.
2	25/05	Yes		
3	21/05	Yes		It is important to actually see Wurundjeri ownership within the landscape as community members move around. This can be done by naming of roads, spaces and parks using words of the Woi Wurrung language. (wonderful example being Kirrip precinct), plaques naming plants and animals along walking tracks, frequent acknowledgement signs along walking and bike trails. You have to see it know it. The more references to the Wurundjeri history the more it is integrated into the mind of community members. It was, always will be Aboriginal land.

4	20/05	No	As a Native American community member, I have tangentially relevant experience... and I have seen first hand the consequences of (well intentioned) identity politics initiatives.	Preferential treatment is generally not recommended, but check out some research by the Center for Evidence based Management (cebma) on diversity equity and inclusion to find some recommended practices
5	14/05	Yes		
6	14/05	No	<p>It is very grandiose judging Aboriginal history and equality within a European society by today's standards but it is completely inappropriate.</p> <p>Aboriginal culture was a nomadic Stone Age culture with many tribal languages for example! We now have a universal language, English. Why is Council changing names to Aboriginal that are unfamiliar, hard to say spell and remember!</p> <p>I am from the Mornington Peninsula and I am having to research where nillumbik is! The logic of this is!?</p>	The past is the past for a reason! Move forward not backward!
7	13/05	Yes		

8	13/05	Yes		<p>I know this is a draft, great effort just getting to this point. I like the ambition and support the draft plan though I must admit to being a bit struck by the shopping list of to-do's for a Reflect Plan. It seems to me to attempt to embed more mature and advanced activities than the scope suggests: 'There are 4 types of RAPs: Reflect, Innovate, Stretch and Elevate. ...</p> <p>A Reflect RAP is for organisations who are new to reconciliation. A Reflect RAP is implemented over 12-18 months and focuses on 'getting the house in order'. This process will help to produce future RAPs and reconciliation initiatives that are meaningful, mutually beneficial and sustainable. A Reflect RAP is a public commitment published on Reconciliation Australia's website.'</p> <p>For your sake, I hope you're well enough resourced to actually deliver on the 90 activities and 62 recommendations in the draft in 18 months prior to the review.</p> <p>It notes 6 dots pints of what it should do then goes on to outline 14 action points to achieve it, each with deliverable actions.</p> <p>I support ambition to achieving best possible outcomes in reconciliation but I'm mindful that if there are possible elements of over-promising then these can become problematic. There are three more types of RAP to follow to achieve elevated outcomes whereas much seems packed into this. As an analogy, learn to walk before you</p>
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				<p>run.</p> <p>My instincts see this as the key line in the vision and I suggest keeping it simpler to fully achieve this as a first step in an enduring, sustainable partnership:</p> <p>'Through connection and genuine partnerships we embed First Nations voices into our decision making. Through education, we enable change and growth while continuing our reconciliation journey.'</p> <p>Anyway, happy to discuss, it's up to you. These are just thoughts coning to mind as I read through it.</p> <p>Cheers</p>
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9	13/05	Yes		<p>I whole heartedly support this initiative. However, it would be stronger and more meaningful if it included a hard date for the review of the Reflect stage. It feels somewhat non-committed and too open-ended without such a date, with only a vague 'After 12-18 months, Council will review its progress on the RAP actions with a view to progress to the next stage of the Reconciliation Australia RAP Framework.'</p> <p>Without a better-defined time scale, a cynic might think that the Draft RAP was designed to look like doing something with no genuine commitment. Harsh, but it's been a year already since the initial community consultation, and if this RAP is submitted for endorsement in September 2024, then how much longer before we progress beyond reflection and on to action?</p>
10	13/05	No	Not relevant to a council that struggles to get the basics right	Not for local government minority groups too push their agenda, leave it to state level politicians and do your basic jobs

11	13/05	No	In principle I support reconciliation with our indigenous people, however I believe the effort behind this should not sit with local council as it already sits with both State and Federal Governments. If councils start to involve themselves more in these subjects they risk going outside their 'swimming lane' of their core role of managing council facilities and infrastructure and duplicating or triplicating plans already in place with other government bodies.	There appears to be no involvement with Federal Government in the RAP, or even State Government. How will Nillumbik Council know if they are not duplicating work already underway? Thought needs to be given to this.
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12	10/05	No	<p>The Australian people have spoken in the voice to parliament. The majority do not support this type of thing. I do not agree in refusing to have citizenship ceremony on Australia day. This shows no respect to the majority of Australians who are proud to call this Australia day. Spend the money on the benifits of the whole shire not just a tiny minority. Many of us are immigrants and have had nothing to do with the history of Australian. Stop living in the past focus on the future. Why should our tax money / rate money be spent in such a way? Include information such as the number of Aboriginal people in the shire, so we know who is benefiting from such a proposal. Stop been racist and trying to divide our society be race. Many of us came to Australia to escape such treatment thinking Australia was a society that accepts everyone.</p>	<p>We do not need the first nations voice en embedded in anything. The voice to parliament was exactly that and the majority of Australians voted no. Listen to the people.</p>
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13	10/05	Yes		<p>It is great to see Nillumbik going through its RAP.</p> <p>My experience with RAPs is they lack genuine reconciliation and meaningful outcomes. I support the council and working committee to ensure the outcomes are beyond symbolic gestures.</p> <p>Some brief comments</p> <p>Pillar 1: True reconciliation involves addressing historical injustices, acknowledging sovereignty, and working towards self-determination for Indigenous communities. Having relationships without addressing these deeper issues may fall short of meaningful reconciliation.</p> <p>Reconciliation requires ongoing commitment and action throughout the year, not just during designated weeks. Meaningful reconciliation involves addressing systemic inequalities and empowering Indigenous voices beyond commemorative events.</p> <p>To effectively promote reconciliation, actions must align with principles of self-determination (not mentioned in the pillars), cultural safety, and equitable decision-making. It's important to ensure that Indigenous perspectives are central to policy.</p> <p>Pillar 2: Consider not just celebrating dates of significance but promoting these. Often there are</p>
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				<p>celebrated internally (at council) but often not publicly. We promote a lot of artists in the shire, but do we promote First Nations artists/people?</p> <p>Pillar 3: No mention of self-determination? What tangible changes can be made to make more First Nations people self-determined in the Shire?</p> <p>Pillar 4: Have you considered having positions of influence as dedicated Aboriginal positions? Also, consider having an independent Aboriginal Delate in positions of power such as some water authorities.</p> <p>Cheers :)</p>
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14	09/05	No	This is totally unnecessary and divisive. Australia is a country of diverse nationalities and backgrounds, some have been here longer than others. Some endured hardship, mistreatment, discrimination and slaughter - those were the bad old days and the colonial powers stuffed up many countries, e.g, South America, Africa	Your answer to this divisive nonsense lies in the Referendum. Stop wasting ratepayers money and instead concentrate on the services we pay rates for.
15	09/05	No	This is not what councils job is. Stop wasting funds and resources on this divisive nonsense.	
16	05/05	Yes		Reconciliation needs to include more direct action. To "create space for truth telling and listening, and a pathway for healing" supports must be implemented directly inside of the Nillumbik community. We need to support recreational activities such as local sports programs, U3A & events such as the Eltham Jazz Festival to openly embrace First Nations culture.
17	27/05	Yes		Women's Health In the North (WHIN) is the women's health promotion and advocacy organisation for the northern metropolitan region of Melbourne (NMR). WHIN works to eliminate gender inequalities and improve the health, safety and wellbeing of women and gender-diverse people. A key component of our work is applying an intersectional gender lens to ensure that policies, programs and projects are inclusive of

				<p>women and gender-diverse people. With this in mind we [the WHIN WG?] provide the following recommendations (in bold) for deliverables and activities within the RAP:</p> <ul style="list-style-type: none"> <li>• 1.3.4: Develop a process for the prioritisation of names in Woi-wurrung language (e.g. street naming, open spaces, Council buildings). When using names ensuring is equal representation of women, men and gender-diverse people.</li> <li>• 8.1.4: Provide opportunities to First Nations individuals and groups to promote community-led cultural events and activities through Council's communication channels. Ensuring gender parity/opportunities for women and gender-diverse people</li> <li>• 10.3 Develop and communicate opportunities for procurement of goods and services from Aboriginal and Torres Strait Islander businesses to staff: Ensuring that there is a target for businesses run by women and gender-diverse people.</li> </ul> <p>Additional recommendations:</p> <ul style="list-style-type: none"> <li>• Ensuring gender parity on the RAP Working group membership (after consultation with First Nations members)</li> <li>• Scoping with April Wilson (Gender Equity lead) around applying a Gender Impact Assessment for the RAP.</li> </ul>
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### **RAP Artwork Description**

**Artwork Title:** Kulin Nation Dreaming

**Artists:** This artwork was created by Kinya Lerrk (Wemba Wemba for 'women coming together') Kulin Nation Artists Emma Bamblett (Wemba Wemba, Gunditjmara, Ngadjonji and Taungurung) and Megan Van Den Berg (Dja Dja Wurrung, Taungurung Yorta Yorta and Boon Wurrung).

#### **Artwork Description:**

Bunjil and Waa- At the top of the artwork is Bunjil (The wedge tailed eagle) and Waa (the crow) who are soaring and guiding throughout the skies. Bunjil is the Ancestral creator and Waa the Ancestral Crow is the protector.

Seasons - The layers and designs in the artwork reflect the varying seasons in the Kulin Nation. The yellow in the sky reflects the sun coming out after the winter and the healing nature of light in our lives.

Elders - Elders are represented and celebrated as the knowledge holders giving guidance and passing down cultural knowledge and practices.

Footprints – Acknowledges the journey of Ancestors across the Kulin Nation including Wurundjeri Ancestor Barak and his 67km walk from Corranderk to Melbourne to deliver a petition to improve conditions at Corranderk where Megan's Great Grandmother would later reside.

Trees – Megan lives on Wurundjeri country in Nillimbuk and the main feature of this area is the tree landscape and the preservation of trees in this area.

**RAP Artwork: Kulin Nation Dreaming**



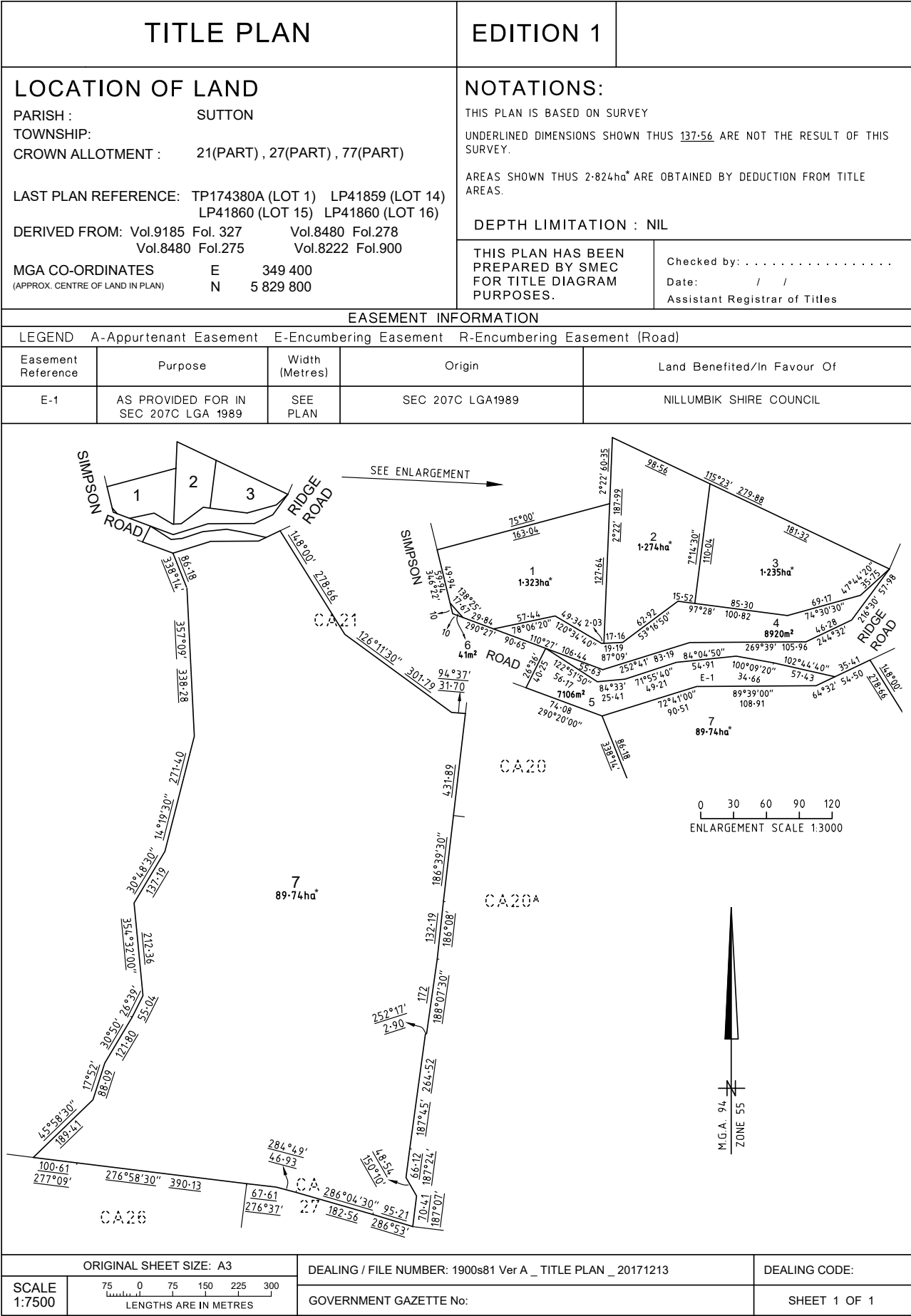




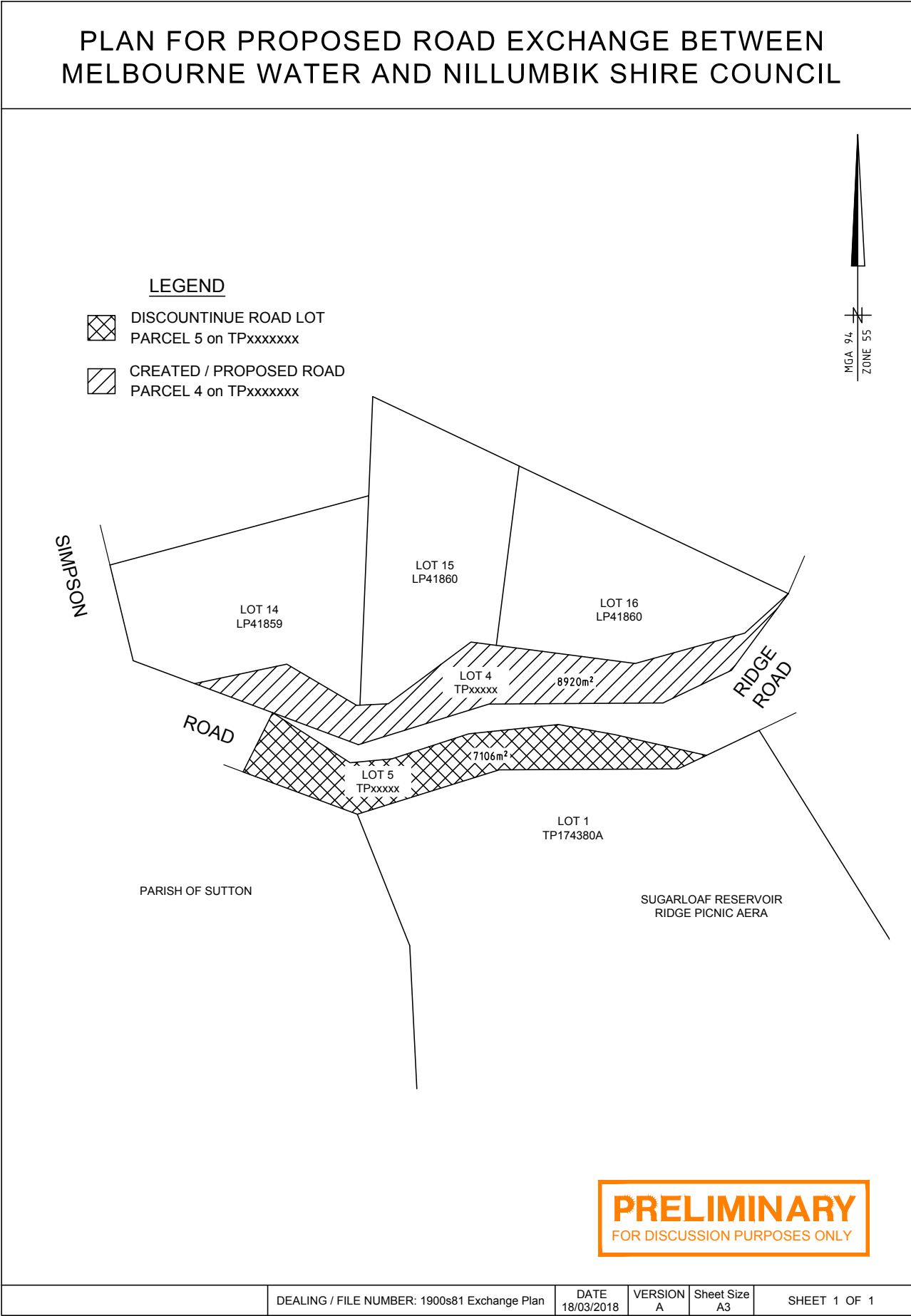
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