

## Upper Gully Plan

# Engagement Report

JUNE 2015



**Knox City Council**

## ***Engagement Report Disclaimer***

Effective Conversations Pty Ltd is committed to protecting the privacy of all participants by meeting its obligations and responsibilities under the *Information Privacy Act (Vic) 2000*. Comments recorded during the workshops and online surveys have been transcribed in good faith and not attributed to individuals in this report.

Feedback generated throughout the engagement period has been collated, synthesised and categorised into themes as accurately as possible. The author is confident that the full range of diverse views has been captured and reflected accurately in this engagement report and its appendices.



## Table of Contents

Engagement Report Disclaimer.....	2
1. Executive Summary .....	5
Engagement Report - Part 1 .....	10
2. Introduction .....	11
2.1 Report purpose .....	11
2.2 Report limitations.....	11
2.2.1. Participant representativeness .....	11
2.2.2 Data collation.....	11
3. Project Background.....	12
3.1 Context .....	12
3.2 The Study Area .....	13
4. Engagement Methodology .....	14
4.1 Engagement Objectives.....	14
4.2 Engagement Planning.....	14
Proposed Engagement Activities .....	14
4.3 Promotional Activities .....	15
4.4 Engagement Activities .....	16
4.4.1. Internal Stakeholder Workshop .....	16
4.4.2. Community Workshops & Online Survey - The Upper Gully Plan .....	17
Workshop Round 1 .....	17
Online Survey.....	17
Workshop Round 2 – What we heard at Workshop 1 .....	18
Workshop Round 3 – Testing proposed ideas for key directions and strategies.....	20
Workshop Round 4 – Opportunity to refine the draft key directions and strategies for the Upper Gully Strategic Plan.....	21
Workshop Round 5 – Testing proposals.....	23
5. Findings - Overall outcome.....	24
5.1 Strategic Plan – Overall Findings .....	25
5.1 Strategic Plan - Overall Findings continued.....	27
5.2 Streetscape Design Project - Overall Findings .....	33
Engagement Report - Part 2: .....	43
6. Chronology of Findings – Workshop Rounds 1 to 4 .....	43
6.1 Chronology of Findings - Findings for Workshop Round 1 .....	44
6.2 Chronology of Findings - Findings for Workshop Round 2 .....	50

6.3 Chronology of findings - Findings for Workshop Round 3 .....	54
6.4 Chronology of findings - Findings for Workshop Round 4 .....	75
Appendices.....	106
Appendix A - Engagement Plan Overview.....	107
Appendix B1 - Data Set from Workshop 1 .....	108
Appendix B2 – Online Survey Data Set .....	130
Appendix C - Data Set from Workshop 2 .....	133
Appendix D - Additional Email feedback following Workshop 2 .....	163
Appendix E - Collated Data Set from Workshop 3 .....	165
Appendix F - Collated Data Set from Workshop 4 .....	197
Appendix G - Additional Workshop 4 feedback by topic .....	216
Appendix H – Collated tables from Workshop 5.....	218
Appendix I – Priorities Matrix from Workshop 5 .....	243
Appendix J – additional email feedback post Workshop 5 .....	245
Group perspectives.....	245

# 1. Executive Summary

Knox City Council is developing a holistic plan for Upper Gully (the '*Upper Gully Plan*') that reflects community aspirations for the future role and function of the activity centre.

The Upper Gully Plan is in two parts:

- Strategic Plan and
- Streetscape Design Project

Between August 2014 and May 2015 members of the Knox community of Upper Gully participated in various face-to-face and online community engagement activities.

These engagement activities provided an opportunity for community members to share their aspirations for the future of Upper Gully. Community members were actively involved in shaping strategies for how that future might be achieved. These strategies were prioritised through a series of five sequential workshop rounds (each round consisting of two repeated workshops one weeknight and one weekend).

The workshop rounds were designed to build and refine the ideas and opportunities identified in both previous workshop rounds and the background research conducted by Council and its planning consultants.

Workshop Round 1 (August 2014) resulted in hundreds of comments generated across the two workshops. These comments were themed in categories that aligned to the existing Knox Vision: our city our future 2013 -2017 themes of:

- Healthy Connected Communities
- Prosperous, Advancing Economy
- Vibrant and Sustainable Built and Natural Environments
- Culturally Rich and Active Communities
- Democratic and Engaged Communities

Key findings from Workshop Round 1 were that participants highly valued their proximity to local services and facilities, trees, hills and green open spaces. The sense of local community and village feel associated with the low density development were also strongly valued. Participants shared their desire for an improved visual aesthetic of the shopping centre and its surrounds; highlighting expectations for the resolution of parking challenges and increased pedestrian accessibility and safety. The results from the online survey were consistent with these Workshop Round 1 findings.

For Workshop Round 2 the key areas of community interest were presented back under the broad themes of:

- Parking, Roads & Traffic
- Connectivity and Accessibility (Pedestrians / Vehicles / Public Transport / Bicycles)
- Public, Community and Open space
- Visual Amenity & Built Form
- Land use (Centre specific opportunities – improved retail offer and streetscape / built form)

Participants in Workshop Round 2 (September 2014) explored various examples under each of these themes making suggestions of what could be changed or influenced to achieve their future Vision for Upper Ferntree Gully. This community input led to the development of 45 preliminary strategies in response to community aspirations.

These preliminary strategies were tested with workshop participants in Workshop Round 3 (October 2014) through the use of visual story boards. Participants rated the proposed strategies from most to least importance which assisted with prioritising the list of preliminary strategies. Participants also provided additional commentary about what else needed to be considered in the refinement of the strategies.

Community input from Workshop Round 3 informed the refinement of key directions for the draft Upper Gully Plan. The following draft vision statement was presented at Workshop Round 4 to reflect how participants described their aspirations for how they would like to see Upper Gully in the future:



Figure 1: The Vision for the Activity Centre.

The following proposed key directions were developed in response to community input about priorities for Upper Gully and presented at Workshop Round 4 (November 2014) for comment:

1. *A distinctive town centre strongly connected to its landscape setting*
2. *A healthy mix of land uses that foster prosperity and activity*
3. *Enhanced streetscapes*
4. *High quality, connected and inclusive open space and community facilities*
5. *People focused streets and spaces*
6. *Built form that responds to the local setting*
7. *Safe and enjoyable walking and cycling networks*
8. *A safe and convenient road network*
9. *An accessible, efficient and active public transport hub*
10. *Sustainable housing opportunities within the centre*
11. *A creative, connected and proud community*

Participants were also invited to make suggestions about how the Vision and proposed key directions might be implemented through the refined strategies presented at Workshop Round 4, again via visual story boards. These suggestions were provided to Tract Consultants, Hansen Partnership and the Knox Council City Futures team to consider in the development of the draft Strategic Plan and Streetscape Design Project.

At the last workshop round (Round 5) in May 2015 Tract Consultants provided an overview of the Strategic Objectives for the draft Strategic Plan.

STRATEGIC OBJECTIVES
<b>STRATEGIC OBJECTIVE 1</b> - To provide a safe and integrated access and movement network for walking, cycling and vehicles that prioritises the most popular routes linking key destinations (e.g. shops, services, public spaces, parks).
<b>STRATEGIC OBJECTIVE 2</b> - To facilitate the effective use of spaces (e.g. streets, open space, plazas, parks) for the networking and building of the community.
<b>STRATEGIC OBJECTIVE 3</b> - To strengthen the identity and connection with the surrounding foothills landscape through excellence in built form and landscape quality and design in the Activity Centre and along Burwood Highway.
<b>STRATEGIC OBJECTIVE 4</b> - To enhance its role as an Activity Centre, support the growth of business, including health, tourism, retail and commercial land uses that meet the needs of the community.
<b>STRATEGIC OBJECTIVE 5</b> - To enable people to age in place and meet the needs of changing household structures, increase the range of intergenerational and sustainable housing opportunities available in the Activity Centre.
<b>STRATEGIC OBJECTIVE 6</b> - To meet the changing needs of the community over time, providing high quality, localised social and community infrastructure that delivers a range of services.
<b>STRATEGIC OBJECTIVE 7</b> - To strengthen Upper Gully's tourism brand as a gateway to the Dandenong Ranges and capture a greater share of the passing tourism market.
<b>STRATEGIC OBJECTIVE 8</b> - To strengthen the community's valued local legacy, promoting Upper Gully's distinctive history, arts and culture.
<b>STRATEGIC OBJECTIVE 9</b> - To manage the risk to people, property and the environment from adverse impacts of natural hazards, including bushfire from the surrounding area, flood from overland flow and mainstream flooding and landslip in designated landslip areas.
<b>STRATEGIC OBJECTIVE 10</b> - To strengthen custodianship and leadership into the future, partnering with the community in the planning and management of Upper Gully.

*Figure 2: Proposed Strategic Objectives from the draft Strategic Plan.*

In general, community participants supported the proposals and made some additional comments for consideration during implementation. These comments generally related to:

- Car Parking concerns not being adequately addressed by the proposals
- Landscaping preferences for tree type being expressed (native vs deciduous)
- Built Form considerations of keeping current building style and varying roof forms
- Connectivity - linkages between railway and shops, walkways and outdoor spaces being further enhanced



At Workshop Round 5 Hansen Partnership consultants provided an overview of the nine proposed streetscape design projects and suggested a priority staging order from short to long term (Refer to Figure 3 below showing how these were visually presented to community participants).

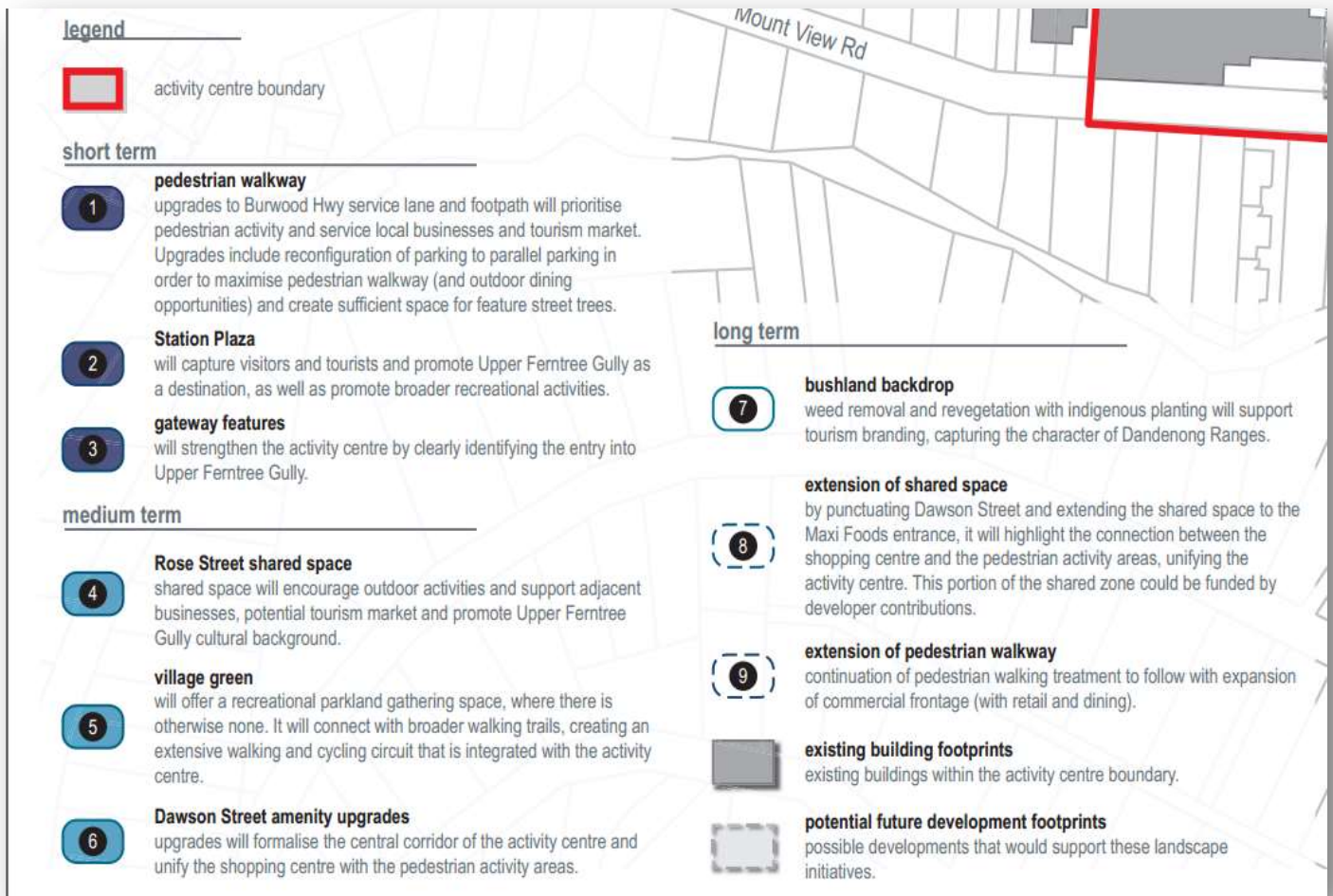


Figure 3: Cut out from Hansen Partnership's 'Priorities and Staging' concept diagram.

In general, community participants supported the proposals and made some additional comments for consideration during implementation. Participants were invited to rank these proposed projects from 1 to 9 (with priority 1 receiving 9 points and priority 9 receiving 1 point).

Community feedback generally confirmed Hansen Partnership's proposed staging and prioritisation order with some minor modifications. These modifications were that *Project 3 Gateway Features* was ranked overall in 5<sup>th</sup> position with *Project 4 Rose Street* and *Project 5 Village Green* moving into 3<sup>rd</sup> and 4<sup>th</sup> priority respectively overall.



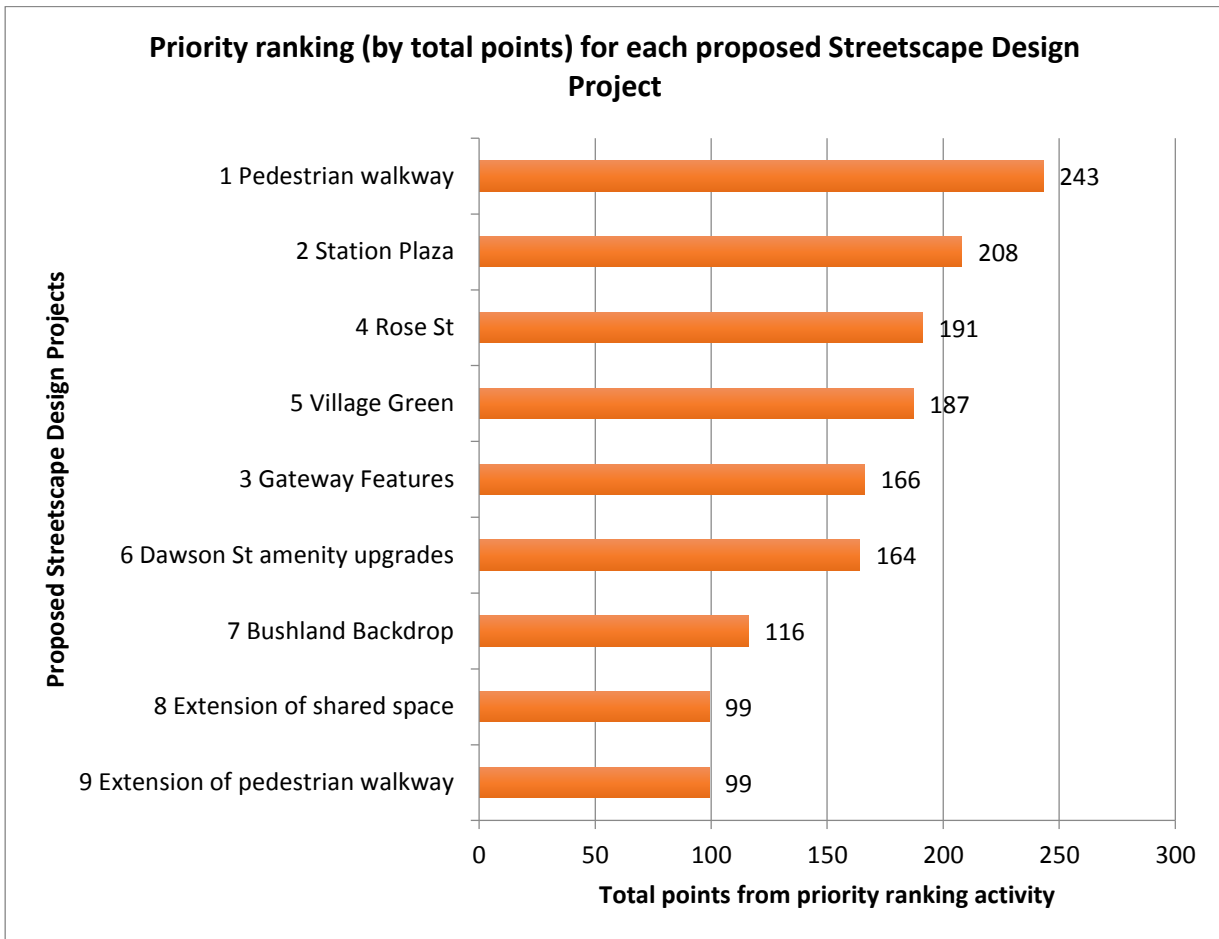


Figure 4: Bar graph showing total ranking for each proposed Streetscape Design Project.

Key findings from the workshop rounds are contained in the body of the report. The report is separated into two parts. Part 1 of the report covers the engagement methodology and overall findings from the culmination of the five workshop rounds. Part 2 of the report sets out more detailed overview of the first four workshop rounds to demonstrate how the proposed Strategic Objectives and Streetscape Design projects were iteratively developed throughout the engagement process. The Appendices contain participant comments from each workshop after they were collated, synthesised and categorised into themes. The Appendices also contain additional comments from some community members and community groups provided by correspondence to Council during the engagement process.

## *Engagement Report - Part 1*

## **2. Introduction**

### **2.1 Report purpose**

The purpose of this report is to provide an overview of community feedback during the engagement period (August 2014 to May 2015) and to demonstrate how it has informed the preparation of a draft Upper Gully Plan.

Feedback included in this report has assisted with the development of the Upper Gully Plan's two key elements:

- the Upper Ferntree Gully Strategic Plan (Strategic Plan) which will determine what Upper Gully will be like in the future based on community priorities, background research and technical studies; and
- the Streetscape Design Project which will focus on physical improvements to the Upper Gully shopping precinct along Burwood Highway.

This report has been written to highlight the outcome of a series of community engagement workshops and an online survey. It has also been written to acknowledge how community values, aspirations and thoughts about what is most important to participants have helped to shape strategies for improving Upper Gully into the future. Diverse views have been shared throughout the workshop rounds and these have been reflected back under categories, themes and paraphrased examples throughout the findings section.

A draft Strategic Plan will be exhibited for public comment in mid-2015. All participants from this engagement process, along with any other interested party, will have an opportunity to provide comment on the draft Strategic Plan during the public exhibition phase.

### **2.2 Report limitations**

#### **2.2.1. Participant representativeness**

The information in this report is based on a mix of qualitative and quantitative processes with a relatively small sample size. The findings therefore cannot be said to reflect a statistically representative sample of the entire Upper Gully community.

#### **2.2.2 Data collation**

The body of the report does not contain every comment made by every participant during the engagement period. Collated, synthesised and themed data from each workshop and the online survey was however provided to Council and its planning consultants at each step in the process to help design engagement materials for each subsequent workshop. The Appendices contain the raw data sets from each workshop showing how comments were categorised into themes.



## 3. Project Background

### 3.1 Context

This project responds to:

- Knox City Council requiring a specific holistic plan and planning controls for Upper Gully that reflect community aspirations; and
- Council's capital works program, supporting community aspirations through improved physical, aesthetic and experiential performance of activity centres.

The delivery of this project has been a collaborative effort between:

- Knox City Council's City Futures Team
- Tract Consultants Pty Ltd – Planning and landscape architects and urban design practice.
- Hansen Partnerships Pty Ltd – Planning and urban design consultancy.
- Effective Conversations Pty Ltd - Community engagement specialist.

The purpose of the engagement activity was to support the development of Upper Gully Plan's two key elements by Council in conjunction with Tract Consultants and Hansen Partnership:

- a Strategic Plan – including an Implementation Plan and proposed amendment to the Knox Planning Scheme; and
- a Streetscape Design Project (SDP) for the Activity Centre.

The Streetscape Design Project will be a written and illustrative document that provides design strategies for streetscape improvements for the Activity Centre. This will include a written brief for streetscape improvements that captures the objectives and priorities for streetscape improvements and how this can be achieved. It is informed by a shared community and stakeholder vision, key directions and aspirations for the area. The 'design' will serve as the basis to a capital works initiative earmarked for commencement in 2015/16 financial year.

The Strategic Plan will be a strategic planning document that establishes key directions for the future of Upper Gully. It comprises, although is not limited to, consolidated Background Report, Technical Studies, Implementation Plan, Built Form guidelines and the subsequent Planning Scheme Amendment.

The Implementation Plan will consider sequencing, financing opportunities, implementation strategies and measurable performance indicators for review of the progress of the Implementation Program. It is also informed by shared community and stakeholder vision, key directions and aspirations for the area.

### 3.2 The Study Area

The study area is shown by the dashed red line in the diagram below (refer to Figure 5 below). The area subject to the Strategic Plan includes the surrounding residential area, Angliss Hospital, Upper Ferntree Gully Primary School, Talaskia Reserve, the Ferny Creek Trail and links to Kings Park and 1000 Steps. The study area abuts the municipal boundary with Shire of Yarra Ranges to the north-east.

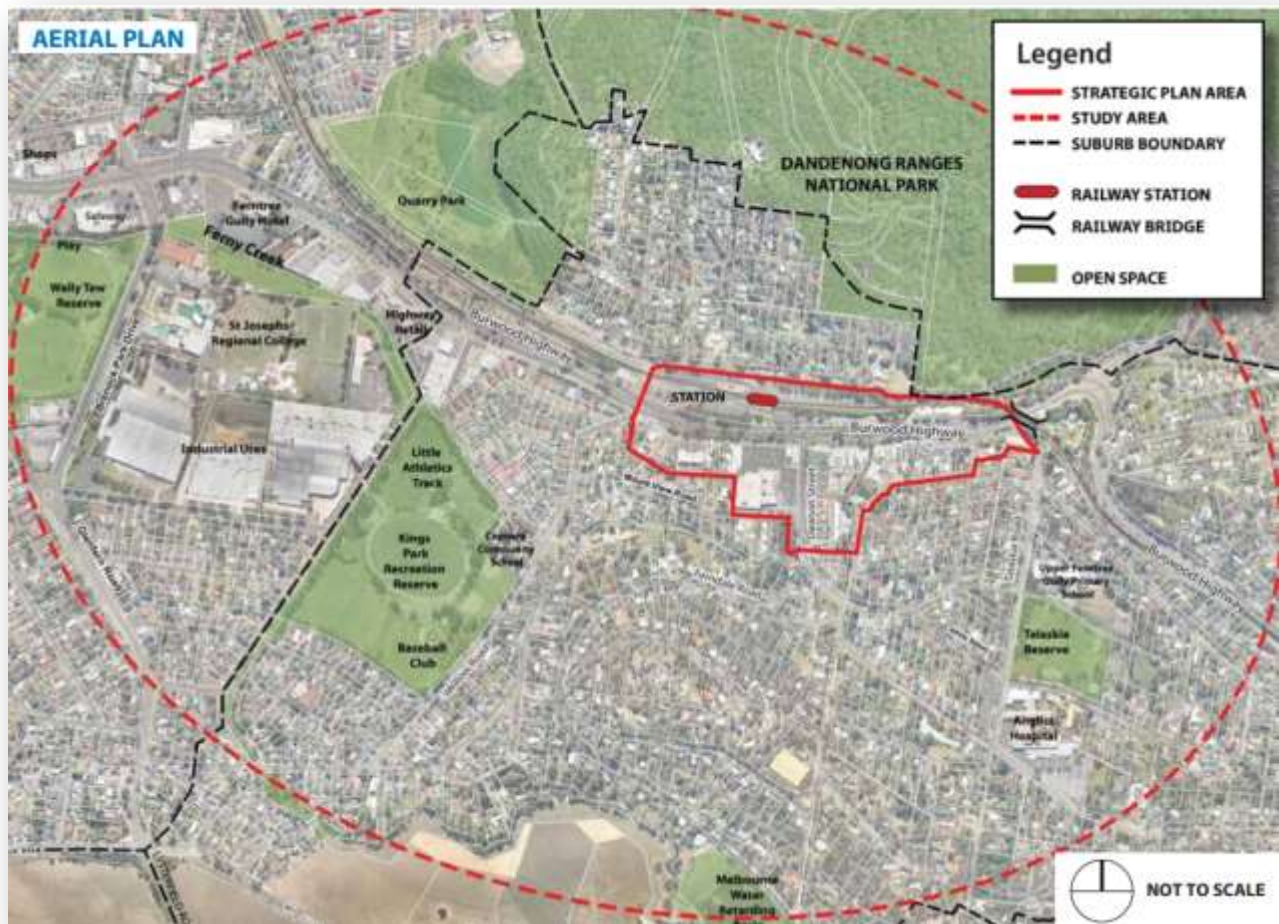


Figure 5: Aerial view showing general study area for the Upper Gully Plan project.

Knox City Council's Vision is structured around five aspirations which are intended to provide a picture of the future City that will deliver the lifestyle, jobs and industry, health and wellbeing desired by members of the Knox community. The five aspirations are:

1. Healthy, Connected Communities
2. Prosperous, Advancing Economy
3. Vibrant and Sustainable Built and Natural Environments
4. Culturally Rich and Active Communities
5. Democratic and Engaged Communities

The City Plan outlines key objectives and strategies to achieve the aspirations of the Knox City Council Vision for the whole Knox municipality. The Upper Gully Plan will aim to deliver on these objectives and strategies at the local level, as outlined through the vision for the Activity Centre and subsequent local objectives, strategies and actions for Upper Gully.

## **4. Engagement Methodology**

### **4.1 Engagement Objectives**

The overall community engagement objectives for the project were to:

- raise awareness in the community and stimulate, enable and encourage community dialogue and debate about change facing Upper Gully now and in the future (e.g. population growth, changing household needs, neighbourhood character and housing);
- engage with diverse stakeholder interest groups and benefactors across the community about current issues and future aspirations for living in Upper Gully;
- stimulate and encourage community debate and dialogue to inform the development of strategic directions for Upper Gully that will inform the development of a Strategic Plan and Streetscape Design Project; and
- provide a strategic basis to develop and analyse future development scenarios for Upper Gully.

### **4.2 Engagement Planning**

An engagement overview was prepared for Knox Council at the commencement of the project. This was reviewed by Council's City Futures staff, Tract Consultants and Effective Conversations' project staff at a workshop in July 2014. The engagement overview is attached at Appendix A.

### **Proposed Engagement Activities**

The engagement process involved the following activities:

- Internal stakeholder planning workshop
- Online Survey
- 4 x community workshops rounds in 2014 (8 workshops)
- Engagement with the local Preschool and Primary School
- 1 x community workshop round in 2015 (2 workshops)



### **4.3 Promotional Activities**

Opportunities to participate in the engagement activities were promoted as follows:

- Project webpage advertising workshop dates and opportunities to be involved
- Advertisement in The Foothills June – August 2014
- Letter to all owners and occupiers from Councillor Orpen promoting the project and community workshops 5 August, 2014
- Posters advertising Workshop Round 1 - 28 & 30 August
- Posters advertising Workshop Round 2 Posters - 11 & 13 September 2014
- Flyer invite to Workshops Round 3 (October 2014) and Round 4 (November 2014) - hand delivered to all business in the commercial zone and Upper Ferntree Gully Primary School and Talaskia Family and Children's Centre.
- Councillor Orpen's Articles – The Foothills Dec 2014 – Feb 2015
- Facebook page reaching 14,200 people (64 likes and 12 comments)

## 4.4 Engagement Activities

### 4.4.1. Internal Stakeholder Workshop

In early August 2014 approximately 30 staff from across Knox City Council's various departments attended a facilitated workshop.

#### **Workshop Purpose:**

The purpose of the workshop was for staff from across the organisation to contribute their local knowledge to a Background Research phase.

#### **Workshop Format:**

The workshop was conducted via a *World Café* style process with small groups discussing and capturing ideas in response to a series of questions. There were six question rounds covering the following:

- What do you think is the current and future role of Upper Ferntree Gully (UFTG) to itself and region?
  - How is UFTG performing?
  - How might UFTG change / grow / develop?
  - What will drive change?
- What are the key issues for UFTG now and into the future?
  - Healthy, Connected Communities
  - Prosperous, Advancing Economy
  - Vibrant and Sustainable Built and Natural Environments
  - Culturally Rich and Active Communities
  - Democratic and Engaged Communities
- What are your current/future programs & strategies that may influence the area?
  - Are there programs where we can leverage the Strategic Plan & Streetscape Design Project?
- What do you think the local community will see as important in the future?
  - Who are we?
  - How are we?
  - What do we value?
  - Where do we live, work & shop in UFTG - AND what kinds of buildings & surrounds are these?
  - How do we get around?
  - Are there places to go – indoors & outdoors?
  - Is there stuff to do?
- What recent engagement, if any, have you undertaken in UFTG / surrounds & what were the key findings?
- Who are your community contacts & can you help connect us?
  - Who are you?
  - Where you are from?
  - Who do you know?

#### 4.4.2. Community Workshops & Online Survey - The Upper Gully Plan

The community workshop series was designed so that each workshop built progressively upon previous workshops to refine community aspirations and priorities. The workshops were promoted online and through dissemination of posters and flyers throughout the proposed study area.

##### **Workshop Round 1**

Community workshop sessions were held on:

- Thursday 28 August 2014
- Saturday 30 August 2014

There were 64 participants across the two workshops in this round.

##### **Workshop Purpose:**

The purpose was to introduce and build upon the collective understanding of Upper Ferntree Gully now and define what community aspirations might be for the future.



Figure 6: Community workshop participants in action

##### **Workshop Format:**

The process involved participants responding in group discussions to the following prompts:

- What's your future Vision for Upper Gully?
- What's important to you about Upper Gully?
- What's your experience of Upper Gully?
- What future changes would you like for Upper Gully?
- What issues and future opportunities are there in relation to the shopping centre?

Participants also provided written input via feedback forms completed during the session. This information was collated, synthesised and a summary provided to the participants at the commencement of Workshop Round 2 (refer to *Part 2: Chronological Findings – Workshop Rounds 1 to 4* for an overview of this feedback.)

##### **Online Survey**

The online survey was designed to supplement Community Workshop Round 1. The following questions were posed:

1. What do you like about living or being in Upper Gully? Why?
2. What don't you like about living or being in Upper Gully? Why?
3. What would you like to be able to do in Ferntree Gully? Why?
4. What would be your top 3 priorities for change in Upper Gully? Why?
5. How would you like to be able to describe Upper Gully in 10, 20 and 30 years' from now?
6. Is there any other information you would like to provide that is relevant to planning for the future of Upper Gully?



The survey generated only a small number of responses (10 respondents). Survey responses were also considered in the preparation of themes for presentation at Workshop Round 2. All survey data is contained in Appendix B2.

### Workshop Round 2 – What we heard at Workshop 1

Sessions were held on

- Thursday 11 September 2014
- Saturday 13 September 2014

There were 30 participants across the two workshops in this round.

#### Workshop Purpose:

The purpose was to present an overview of participant input during Workshop Round 1. The purpose was also to further explore what’s influencing Upper Gully now and what desired changes the community might want to achieve.

#### Workshop Format:

Feedback from Workshop Round 1 was presented in themes based on the frequency with which topics had been raised as per the example table in Figure 8 below.

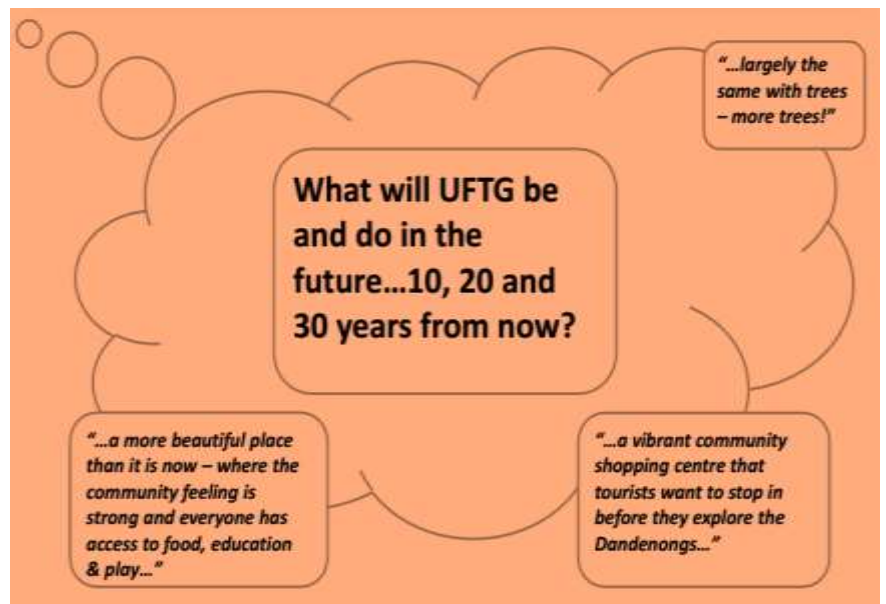


Figure 7: Sample template for data collection from Workshop Round 1 participants.

	<b>Workshop 1: Where we are now? (What do we value? What’s great / not so great?)</b>	<b>Why is this our experience of Upper Gully? What are the causes of this situation?</b>	<b>Workshop 1: Where do we want to be? (Future vision / aspiration)</b>	<b>What can we change or influence to achieve our vision for Upper Gully? How can we do this?</b>
<b>Car parking</b>	Participants identified car parking as being difficult especially around the: <ul style="list-style-type: none"> <li>• Hospital</li> <li>• 1000 steps</li> <li>• Railway Station</li> <li>• School</li> <li>• Weekend market</li> </ul>		Suggestions included: <ul style="list-style-type: none"> <li>• Considering high rise parking for hospital &amp; station</li> <li>• Replacing existing car yards with car parking for 1000 steps</li> </ul>	

Figure 8: Sample template for data collection from Workshop Round 2 participants.

The community workshop process involved participants responding in group discussions to fill in the gaps based on the prompts in column two and four:

- Why is this our experience of Upper Gully?
- What are the causes of this situation?
- What can we change or influence to achieve our vision for Upper Gully?
- How can we do this?

Participants also provided input via feedback forms for each of the following themes:

- Connectivity & Accessibility (Pedestrians / Public Transport / Bikes)
- Public, Community & Open Space
- Parking, Roads & Traffic
- Visual Amenity & Built Form
- Land Use

This information was collated, synthesised and a summary provided to the participants at the commencement of Workshop Round 3 (refer to *Part 2: Chronological Findings – Workshop Rounds 1 to 4* for an overview of this feedback).

### Workshop Round 3 – Testing proposed ideas for key directions and strategies

Sessions were held on:

- Wednesday 22 October 2014
- Saturday 25 October 2014

There were 28 participants across the two workshops in this round.

#### Workshop Purpose:

The purpose was to present an overview of participant feedback from Workshop Round 2 in the form of proposed key directions and strategies. The purpose was also to confirm the alignment of participant aspirations with these proposed key directions and strategies.

#### Workshop Format:

Feedback from Workshop Round 2 was presented as 45 strategies divided across the 5 key categories that had emerged from Workshop 1 data synthesis. Each strategy was intended to respond to aspirations developed based on community input at Workshop Rounds 1 and 2 as per the example table below.

#### Category 1 - Connectivity and Accessibility (Pedestrians / Public Transport / Bikes)

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
A1	Advocate for VicTrack and Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	<ul style="list-style-type: none"> <li>• The train station is a thriving and attractive transport hub for locals and visitors.</li> <li>• The station is accessible to all users.</li> </ul>			

Figure 9: sample template for data collection from Workshop Round 3 participants

The community workshop process involved participants responding individually based on the prompts:

- Is this important? (YES OR NO)
- Ranking (LOW, MEDIUM, HIGH)
- Comments (why?)

Participants provided input via feedback forms for each of the following themes:

- Connectivity & Accessibility (Pedestrians / Public Transport / Bikes): Strategies A1 – A11
- Public, Community & Open Space: Strategies B1 – B7
- Parking, Roads & Traffic: Strategies C1 – C8
- Visual Amenity & Built Form: Strategies D1 – D11
- Land Use: Strategies E1 – E7

This information was collated, synthesised and a summary provided to the participants at the commencement of Workshop Round 4 (refer to *Part 2: Chronological Findings – Workshop Rounds 1 to 4* for an overview of this feedback).

## **Workshop Round 4 – Opportunity to refine the draft key directions and strategies for the Upper Gully Strategic Plan**

Sessions were held on:

- Saturday 8 November 2014
- Thursday 13 November 2014

There were 30 participants across the two workshops in this round.

### **Workshop Purpose:**

The purpose was to present an overview of participant input from Workshop Round 3. This was in the form of a series of 19 visual panels outlining key directions and strategies based on community priorities; following consideration of background research and technical assessments by planning consultants. The purpose was also to further refine these key directions and understand how well they reflected the community's prioritised aspirations.

### **Workshop Format:**

Feedback from Workshop 3 was presented as variations of 14 key strategies divided across 5 key categories. Each strategy was intended to respond to a set of prioritised aspirations based on community input at Workshop Round 3.

Participants provided input via feedback forms as per the sample shown in Figure 10 below for each of the following panels:

- 1) *Pedestrian / Cycle Access around Train Station*
- 2) *Pedestrian Amenity*
- 3) *Dawson Street Enhancement Opportunity*
- 4) *4a) & 4b) Rose Street Shared Space Opportunity*
- 5) *William Street Park Opportunity*
- 6) *Mount View Road Scenario*
- 7) *Maxi Foods Entrance from Burwood Highway*
- 8) *Rollings Road / Old Belgrave Road Scenario*
- 9) *Information Centre Improvements*
- 10) *Train Station Amenity*
- 11) *Built Form – Frontages and Setbacks*
- 12) *Built Form – Height Scenarios (Visual Amenity)*
- 13) *Built Form – Height Scenarios (Viewpoint 1 South West from Station Car Park)*
- 14) *Built Form – Height Scenarios (Viewpoint 2 South from Car Park Station)*
- 15) *Built Form – Height Scenarios (Viewpoint 3 East from Burwood Hwy across the Activity Centre)*
- 16) *Built Form – Height Scenarios (Viewpoint 4 North from Dawson St to train Station)*
- 17) *Streetscape Specific Opportunities – Centre (Neighbourhood Activity Centre)*
- 18) *Streetscape Specific Opportunities – Overall*

Panel No.	Panel Title	Strategy No.	Strategy	Is this how you would like to see Upper Gully?	Comments (why?)
1	<b>Pedestrian / Cycle Access around Train Station</b>	<b>A1</b>	Advocate for VicTrack to enhance the station. Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	<b>(YES OR NO)</b>	
2	<b>Pedestrian Amenity</b>	<b>A9</b>	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.		

Figure 10: Sample template for data collection from Workshop Round 4 participants.

The community workshop process involved participants responding individually based on the following prompts:

- Is this how you would like to see Upper Gully? (YES OR NO)
- Comments (why?)

This information was collated, synthesised and a summary prepared for the planning consultants to consider along with community input for implementation considerations (refer to *Part 2: Chronological Findings – Workshop Rounds 1 to 4* for an overview of this feedback).



## **Workshop Round 5 – Testing proposals**

Sessions were held on:

- Thursday 7 May 2015
- Saturday 9 May 2015

There were 55 participants across the two workshops in this round.

### **Workshop Purpose:**

The purpose was to present to the community the draft strategic plan objectives and streetscape design proposals for comment.

### **Workshop Format:**

The first part of the workshop involved the presentation of information to the participants about the journey through Workshop Rounds 1 to 4.

Tract Consultants presented an overview of the Strategic Objectives that resulted from the culmination of community input over the first four workshop rounds. Participants were invited to respond to the following questions on an individual feedback form:

1. What's your response to the draft Strategic Plan proposals?
2. Is there anything that you would do differently?
3. Is there anything we have not considered?
4. What do you think Council should prioritise?

Hansen Partnerships presented an overview of the proposed Streetscape Design Project. Participants were then invited to take their own time to look at the storyboards and provide responses to a variety of prompts on their individual feedback form:

- Looking at the Framework Design, what are your thoughts about the 6 focus areas:
  - Pedestrian Walkway?
  - Station Plaza?
  - Rose Street shared space?
  - Village Green?
  - Gateway features?
  - Bushland backdrop?
- Looking at the Future Directions, what are your thoughts?
- Looking at the Priorities and Staging what is your priority order?

Participants provided input via feedback forms completed during the session, with some additional feedback provided by email to Council. All information provided was collated, synthesised and summarised (refer to section 5. *Findings – Overall Outcome* for an overview of this feedback.)

## 5. Findings - Overall outcome

As set out in section 4. *Engagement Methodology* above, the engagement activities were designed to support a 'diverge – converge' process that built and refined community aspirations and ideas progressively across the series of five workshop rounds.

The aim at the end of the five rounds was to have shared and tested Council's progress towards the development of The Upper Gully Plan - a holistic plan intended to enhance Upper Gully through reflecting community needs, values, aspirations and concerns.

Community input from the first four workshop rounds was considered by both Tract and Hansen consultants, alongside technical studies, to inform and support the development of an overall draft Upper Gully Plan.

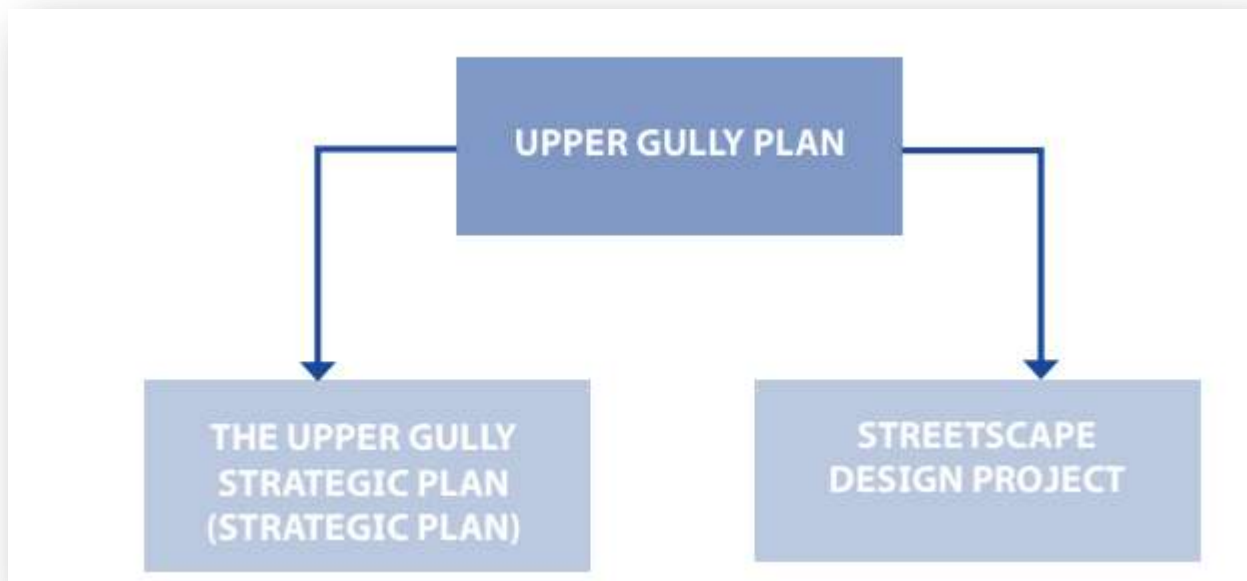


Figure 11: diagram showing two related components of Upper Gully Plan

The **Upper Gully Strategic Plan (Strategic Plan)** sets a framework for managing future development in the Activity Centre and Knox City Council's strategic investment in Upper Gully based on technical research, community and stakeholder priorities (Tract Consultants).

The **Streetscape Design Project** will focus on physical streetscape improvements within the Activity Centre (Hansen partnerships).

## 5.1 Strategic Plan – Overall Findings

The engagement process culminated in the Upper Gully Plan project team developing a shared Vision and Key Directions for Knox for inclusion in the draft Strategic Plan.

### **Proposed Vision:**



Figure 12: The Vision for the Activity Centre

In addition Tract Consultants identified 11 key directions for the future of Upper Gully, for inclusion in the draft Strategic Plan.

### **Proposed Key Directions:**

1. A distinctive town centre strongly connected to its landscape setting
2. A healthy mix of land uses that foster prosperity and activity
3. Enhanced streetscapes
4. High quality, connected and inclusive open space and community facilities
5. People focused streets and spaces
6. Built form that responds to the local setting
7. Safe and enjoyable walking and cycling networks
8. A safe and convenient road network
9. An accessible, efficient and active public transport hub
10. Sustainable housing opportunities within the centre
11. A creative, connected and proud community

This information was presented to participants in Workshop Round 4 as per the diagram below in Figure 13.

# UPPER GULLY PLAN

## VISION AND KEY DIRECTIONS

FOR DISCUSSION / DRAFT

### DRAFT VISION

Upper Ferntree Gully town centre is a vibrant and friendly centre with a distinct feel that is serviced by a range of community, employment and recreational opportunities connected by safe walking and cycling paths, and public transport. Its character and identity is strongly defined by its hills backdrop and its relationship with the Dandenong Ranges.

The public spaces are a pride of place for all residents. The streets are people oriented, thriving places for business and inspiring places to be in, due to the quality of landscaping, public art and architecture.

There is a strong sense of community and local residents are proud to call it home, and visitors are welcomed to engage in a range of public events and cultural experiences offered in the centre.

### GUIDED BY THE KNOX VISION 2013-2017 FRAMEWORK / CITY PLAN THEMES



Healthy And Connected Communities



Prosperous, Advancing Economy



Vibrant And Sustainable Built And Natural Environments



Culturally Rich And Active Communities



Democratic And Engaged Communities

### DIRECTIONS

A distinctive town centre strongly connected to its landscape setting

A healthy mix of land uses that foster prosperity and activity

Enhanced streetscapes

High quality, connected and inclusive open space and community facilities

People focused streets and spaces

Built form that responds to the local setting



Safe and enjoyable walking and cycling networks



A safe and convenient and road network



An accessible, efficient and active public transport hub



Sustainable housing opportunities within the centre



A creative, connected and proud community

*'A bright future for Upper Ferntree Gully'*

Figure 13: Visual representation of the Vision and Key Directions for the Upper Gully Plan



## 5.1 Strategic Plan - Overall Findings continued...

Following the first four rounds of workshops Council's consultants (TRACT and Hansen) were provided with the following table outlining community priorities by proposed strategy number. This list of 27 priorities was refined from an initial list of 45 proposed strategies that participants had rated from most to least important and ranked as of High, Medium or Low priority in earlier workshops. These had been presented to the participants at Workshop 4 via storyboards. The table below (Figure 14) shows the final priority order for the proposed strategies with the relevant storyboard reference number. Storyboards are contained in Part 2 of this report along with the chronological presentation of the findings from Workshop Rounds 1 to 4.

Priority Ranking	Opportunity Classification	Strategy No.	Strategy summary	Storyboard reference #
1	Train Station Amenity	D2	Advocate for VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.	10
2	Information Centre Improvements	D1	Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.	9
3	Pedestrian Amenity	A9	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	2
4	Maxi Foods Entrance from Burwood Highway	C4	Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from Burwood Highway.	7
5	Pedestrian / Cycle Access around Train Station	A1	Advocate for VicTrack to enhance the station. Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	1
6	Rose Street Shared Space Opportunity	B4	Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.	4a
7	Pedestrian Amenity Dawson Street Enhancement Opportunity	A9 #2	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	3
8	Built Form – Height Scenarios	D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	12
9	Built Form – Frontages and Setbacks	D9	Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the town centre and help with navigation.	11



Priority Ranking	Opportunity Classification	Strategy No.	Strategy summary	Storyboard reference #
10	Built Form – Frontages and Setbacks	D4	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind.	11
11	Rose Street Shared Space Opportunity	D11	Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.	4b
12	Mount View Road Scenario	C3	Investigate improvement opportunities for Mount View Road to enhance parking and vehicle movements.	6
13	Rollings Road / Old Belgrave Road Scenario	C6	Work with VicRoads to enhance entrance intersections of Old Belgrave Road and Rollings Road to provide clear traffic movements.	8
14	William Street Park Opportunity	B5	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.	5
15	Built Form – Height Scenarios	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	12
16	Built Form – Height Scenarios <u>View point 1</u> (Station car park Entrance looking south west)	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	13
17	Built Form – Height Scenarios <u>View point 1</u> (Station car park Entrance looking south west)	D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	13
18	William Street Park Opportunity	B5	<u>Scenario 1</u> : Close a section of William Street.	5
19	William Street Park Opportunity	B5	<u>Scenario 2</u> : Retain Vehicular Access at William Street.	5
20	Built Form – Height Scenarios	D3 & D5	<u>Scenario 2</u> Allows for a two storey building to the street with a flat roof.	<u>12</u>
21	Built Form – Height Scenarios <u>View point 2</u> (Station car park Entrance looking south towards shops)	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	16

Priority Ranking	Opportunity Classification	Strategy No.	Strategy summary	Storyboard reference #
22	Built Form – Height Scenarios <u>View point 4</u> (Dawson Street looking north)	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	16
23	Built Form – Height Scenarios <u>View point 4</u> (Dawson Street looking north)	D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	15
24	Built Form – Height Scenarios <u>View point 3</u> (Burwood Highway looking east)	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	15
25	Built Form – Height Scenarios <u>View point 3</u> (Burwood Highway looking east)	D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	15
26	Built Form – Height Scenarios <u>View point 2</u> (Station car park Entrance looking south towards shops)	D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	16
27	Built Form – Height Scenarios	D3 & D5	<u>Scenario 1</u> Allows for a two storey building to the street with a pitched roof.	12

Figure 14: A table showing community priorities

As part of the prioritisation process, comments by workshop participants generally reflected that a strategy was either supported or not supported. Some participants also included a number of practical suggestions and/or concerns to be considered as part of the implementation phase once it is reached. These comments were provided to Tract Consultants as ‘Community input about implementation considerations’ in the recognition that they may influence the further refinement of key directions and strategies to be presented in a draft Upper Gully Strategic Plan (refer to Appendix F).

In response to these priorities Tract Consultants presented their proposed Strategic Objectives for the draft Strategic Plan at Workshop Round 5 as shown in Figure 15 on the following page.

## STRATEGIC OBJECTIVES

**STRATEGIC OBJECTIVE 1** - To provide a safe and integrated access and movement network for walking, cycling and vehicles that prioritises the most popular routes linking key destinations (e.g. shops, services, public spaces, parks).

**STRATEGIC OBJECTIVE 2** - To facilitate the effective use of spaces (e.g. streets, open space, plazas, parks) for the networking and building of the community.

**STRATEGIC OBJECTIVE 3** - To strengthen the identity and connection with the surrounding foothills landscape through excellence in built form and landscape quality and design in the Activity Centre and along Burwood Highway.

**STRATEGIC OBJECTIVE 4** - To enhance its role as an Activity Centre, support the growth of business, including health, tourism, retail and commercial land uses that meet the needs of the community.

**STRATEGIC OBJECTIVE 5** - To enable people to age in place and meet the needs of changing household structures, increase the range of intergenerational and sustainable housing opportunities available in the Activity Centre.

**STRATEGIC OBJECTIVE 6** - To meet the changing needs of the community over time, providing high quality, localised social and community infrastructure that delivers a range of services.

**STRATEGIC OBJECTIVE 7** - To strengthen Upper Gully's tourism brand as a gateway to the Dandenong Ranges and capture a greater share of the passing tourism market.

**STRATEGIC OBJECTIVE 8** - To strengthen the community's valued local legacy, promoting Upper Gully's distinctive history, arts and culture.

**STRATEGIC OBJECTIVE 9** - To manage the risk to people, property and the environment from adverse impacts of natural hazards, including bushfire from the surrounding area, flood from overland flow and mainstream flooding and landslip in designated landslip areas.

**STRATEGIC OBJECTIVE 10** - To strengthen custodianship and leadership into the future, partnering with the community in the planning and management of Upper Gully.

*Figure 15 – Strategic Objectives from the draft Strategic Plan.*

Workshop Round 5 participants were invited to respond to the following questions in relation to the Strategic Objectives:

1. What's your response to the draft Strategic Plan proposals?
2. Is there anything that you would do differently?
3. Is there anything we have not considered?
4. What do you think Council should prioritise?

All comments were categorised into themes and the themes are listed below in order of frequency. The number in brackets shows the number of individual comments related to that theme. Themes with one or two comments are not included in this list, however are reflected in the raw data list in Appendix H.

Overall the findings from Workshop Round 5 show that participants were generally supportive of the draft Strategic Plan proposals.

For Question 1, *'What's your response to the Draft Strategic Plan proposals?'* responses were categorised into the following main themes:

- General support for proposals (30)
  - Comments ranged from 'I like it' through to 'very impressed'.
- Car Parking concerns not addressed (4)
  - Comments referred to Dawson Street & 1000 steps
- Landscaping (4)
  - Comments were supportive of trees in preference to art and improving the railway area
- Built Form considerations (3)
  - Comments related to keeping current building style and varying roof forms
- Connectivity (3)
  - Comments related to linkages between railway and shops, walkways and outdoor spaces

For Question 2, *'Is there anything that you would do differently?'* responses were categorised into the following main themes:

- Built form design considerations (7)
  - Comments related to keeping design sympathetic to existing form and maintaining current heights
- Car parking (5)
  - Comments related to concerns about insufficient parking in Rose Street, Dawson Street and the Railway Station
- Footbridge (3)
  - Comments suggested better integration with the railway station
- Landscaping (3)
  - Comments suggested that native trees be used instead of deciduous trees
- Underpass / Overpass from station to shops (3)
  - Comments suggested this from the railway station to the shops

For Question 3, *'Is there anything we have not considered?'* responses were categorised into the following main themes:

- Car parking (8)
  - Comments related to concerns about insufficient parking around the 1000 steps, hospital, William Street and Dawson Street as well as concerns about the impact of built form development on resident parking
- Traffic flow considerations (5)
  - Comments related to traffic flow in and around MaxiFoods and a specific concern about egress from residences during bushfire
- Built form design considerations (3)
  - Comments related to the need for guidelines and concerns about how built form proposals may increase the potential from criminal activity

For Question 4, 'What do you think Council should prioritise?' responses were categorised into the following main themes:

- Accessibility (6)
  - Comments related to pedestrian safety on footpaths, catering for the disabled and promoting links between bike paths and overpasses.
- Landscaping (5)
  - Comments related to promoting native vegetation and improving the railway station surrounds
- Car parking (4)
  - Comments related to concerns about insufficient parking at the 1000 Steps and the Tourist Information Centre
- Street lighting (4)
  - Comments related to the need for pedestrians to feel safe
- Overpass (3)
  - Comments related to improving access across Burwood Highway



## 5.2 Streetscape Design Project - Overall Findings

At Workshop Round 5 Hansen Partnerships presented the following top 10 community priorities specifically related to streetscape improvements and landscape initiatives:



Figure 16: Top 10 community priorities

In addition they demonstrated the linkages between the Strategic Objectives from the draft Strategic Plan to its own list of proposed streetscape interventions (refer to Figure 17 on the following page).



## strategy objectives [from Strategic Plan]

- S1** **safe integrated access** .....  
for walking, cycling, vehicles and parking that prioritises the most popular routes linking key destinations.
- S2** **effective use of spaces for networking** .....  
including streets, open space, plazas and parks.
- S3** **strengthen connection with surrounding foothills**  
strengthen the identity with surrounding foothills through excellence in built form quality and design.
- S4** **Activity Centre to contribute to growth of key industries**  
including health and tourism. Promote a range of retail and commercial land uses to meet community needs.
- S5** **sustainable housing opportunities**  
increase intergenerational and sustainable housing available in the Activity Centre to enable people to age in place.
- S6** **meet the changing needs of the community**  
provide high quality, localised social and community infrastructure that delivers a range of services.
- S7** **strengthen Upper Ferntree Gully's tourism brand** .....  
as a gateway to the Dandenong Ranges and capture a greater share of the passing tourism market.
- S8** **promote distinctive history, arts and culture** .....  
build upon the community's valued local legacy, promote UFG's distinctive history, arts and culture.
- S9** **manage risk to people, property and environment**  
from adverse impacts of natural hazards, including bushfire from the surrounding foothills, flood from overland flow and landslip in designated landslip.
- S10** **strengthen custodianship and leadership**  
partner with 'the community' in the planning and management of Upper Ferntree Gully.

## streetscape interventions

1. upgrade footpaths, bike paths and roads to DDA standard within Activity Centre, including traffic calming measures (such as raised thresholds). Focus on the most popular routes such as Burwood Hwy, Dawson St and Rose St, as per the Priority Pedestrian Network plan and road hierarchy (Maps 08 & 11 Upper Gully Strategic Plan). Includes upgrades to William St P1 P4  
P5 P8  
P9
2. pedestrian overpass and gateway signage on Burwood Hwy, adjacent to the railway overpass. P4  
P1
3. improve carpark configuration in Activity Centre along Burwood Hwy
4. upgrade lighting for pedestrian safety
5. provide wayfinding signage between the Activity Centre and broader key destinations (station, hospital, parks) and remove unnecessary signs P2 P3
7. install new street trees with appropriate canopy shape to compliment shop front elevations along Burwood Hwy, Dawson St and Rose St P6 P7
8. investigate public space opportunities within the Activity Centre to create a public meeting place (as per 'Knox Liveable Streets Plan') such as a shared use zone/village square (on Rose St to cater for public events/gathering), or a community garden
10. inclusion of play elements for all ages and a mixture of passive and active recreational spaces P10
12. provide shade, seating and outdoor dining opportunities P6 P7
13. provide a pedestrian plaza space adjacent to the Visitors Information Centre and bus stops to create a welcoming environment for people upon arrival to UFG P1  
P6
14. reinforce gateway to Dandenongs, by establishing entry features and signage, improve business strip (Burwood Hwy) and landmark enhancements P6 P7
15. provide furniture that expresses UFG's unique identity and reflects themes that are relevant to the community
16. develop an Art in Public Spaces Strategy for the Activity Centre to reinforce it's cultural, historical and landscape identity P6 P7
17. provide signage to celebrate historical places

Figure 17: Diagram showing links between the Strategic Objectives and the proposed Streetscape interventions.

A series of three concept diagrams were then presented to Workshop Round 5 participants showing proposals for:

- *Framework Design*
- *Future Directions*
- *Priorities and Staging*

Participants were invited to respond to a variety of questions and overall the findings from the workshop show that participants were generally supportive of the draft Streetscape Design proposals. All comments were categorised into themes and the themes are listed below in order of frequency. The number in brackets shows the number of individual comments related to that theme. Themes with one or two comments are not included in this list, however are reflected in the raw data list in Appendix H.





For **Question 1** participants were invited to look at the *Framework Design* concept diagram and share their thoughts about the 6 focus areas. The lists below reflect the main themes that arose for each focus area.

#### **Focus Area 1: Pedestrian Walkway**

- Support (18)
  - Comments ranged from 'good' to 'fantastic'.
- Landscaping (7)
  - Comments supported tree planting with some promoting native vs deciduous trees

#### **Focus Area 2: Station Plaza**

- Support (17)
  - Comments ranged from 'good' to 'excellent'.
- Implementation concerns (5)
  - Comments generally related to questions about how this space would work and why people would want to congregate here

#### **Focus Area 3: Rose Street shared space**

- Support (16)
  - Comments ranged from 'OK' to 'excellent'
- Implementation considerations (7)
  - Comments suggesting this be landscaped as a walkway for pedestrians only that needs to be visually connected with MaxiFoods
- Parking (3)
  - Comments related to concerns about increased parking

#### **Focus Area 4: Village green**

- Support (23)
  - Comments ranged from 'good' to 'excellent'
- Lack of connectivity (3)
  - Comments related to lack of connection with Rose St and surrounds



### **Focus Area 5: Gateway features**

- Support (14)
  - Comments ranged from 'OK' to 'most important'
- Implementation considerations (6)
  - Comments related to this being a 'nice to do' but not a priority with a desire for more involvement in the design process
- Not support (4)
  - Comments related to this feature already existing and concerns about wasting money on this when signage would suffice

### **Focus Area 6: Bushland backdrop**

- Support (20)
  - Comments ranged from 'good' to 'very important'
- Implementation considerations (6)
  - Comments related to the need for this area to be tidied up in general



For **Question 2** participants were invited to look at the '**Future Directions**' concept diagram and share their thoughts about the proposals. The lists below reflect the main themes that arose for the proposals.

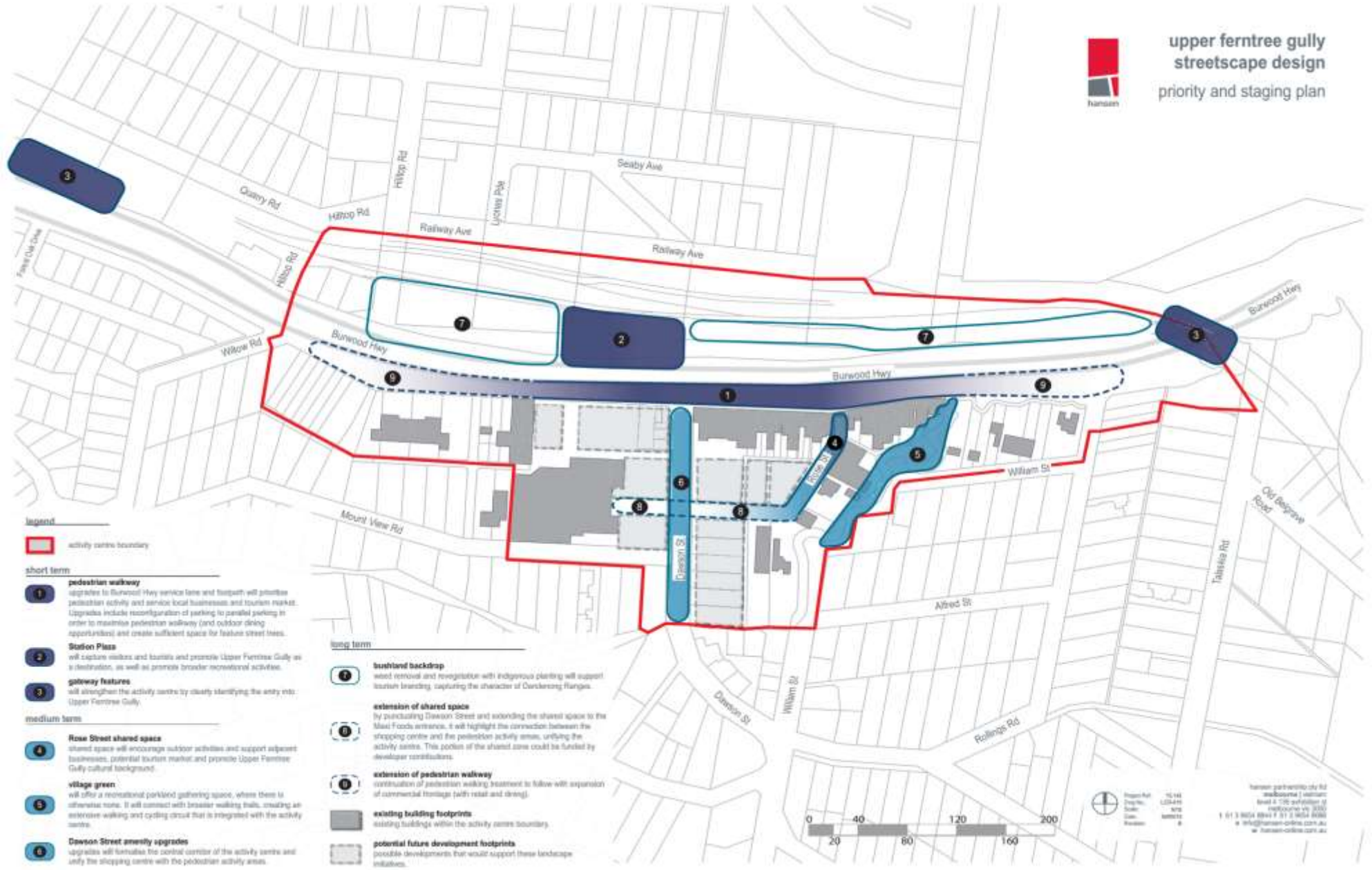
- Landscaping (14)
  - Comments related to support for tree planting with some promoting the use of natives over deciduous.
- Gateway features (3)
  - Comments suggested extension of an art deco style while others suggested this was of a low priority relative to other improvements
- Signage (3)
  - Comments suggested better signage
- Traffic flow (3)
  - Comments suggested that this is more important than pedestrian flow and that Dawson Street will remain problematic

Participants were also invited to add any other comments about *Future Directions*. These comments were collated and the main emerging themes were:

- Built form design considerations (4)
  - Comments suggested the need to enhance the uniqueness of Upper Gully
- Car Parking (3)
  - Comments related to concerns about insufficient car parking being made available



**upper ferntree gully  
streetscape design  
priority and staging plan**



**legend**

activity centre boundary

**short term**

- pedestrian walkway**  
upgrades to Burwood Hwy service lane and footpath will promote pedestrian activity and service local businesses and tourism market. Upgrades include reconfiguration of parking to parallel parking in order to maximize pedestrian walkway (and outdoor dining opportunities) and create sufficient space for feature street trees.
- Station Plaza**  
will capture walkers and tourists and promote Upper Ferntree Gully as a destination, as well as promote broader recreational activities.
- gateway features**  
will strengthen the activity centre by clearly identifying the entry into Upper Ferntree Gully.

**medium term**

- Rose Street shared space**  
shared space will encourage outdoor activities and support adjacent businesses, potential tourism market and promote Upper Ferntree Gully cultural background.
- village green**  
will offer a recreational parkland gathering space, where there is otherwise none. It will connect with broader walking trails, creating an extensive walking and cycling circuit that is integrated with the activity centre.
- Dawson Street amenity upgrades**  
vegetables will formalise the central corridor of the activity centre and unify the shopping centre with the pedestrian activity areas.

**long term**

- lushland backdrop**  
weed removal and revegetation with indigenous planting will support tourism branding, capturing the character of Ovensong Flanges.
- extension of shared space**  
by punctuating Dawson Street and extending the shared space to the Maxi Foods entrance, it will highlight the connection between the shopping centre and the pedestrian activity areas, unifying the activity centre. This portion of the shared zone could be funded by developer contributions.
- extension of pedestrian walkway**  
continuation of pedestrian walking treatment to follow with expansion of commercial footings (with retail and dining).
- existing building footprints**  
existing buildings within the activity centre boundary.
- potential future development footprints**  
possible developments that would support these landscape initiatives.

Figure 20: Hansen Partnership's Priority and Staging Plan concept diagram.

For **Question 3** participants were invited to look at ‘Priority and Staging Plan’ concept diagram and to nominate their priority order from 1 (highest) to 9 (lowest). The priorities are set out below in Figure 21.

Proposed Staging	Proposed Streetscape Project
Short term	1 Pedestrian walkway
	2 Station Plaza
	3 Gateway Features
Medium term	4 Rose St
	5 Village Green
	6 Dawson St amenity upgrades
Long term	7 Bushland Backdrop
	8 Extension of shared space
	9 Extension of pedestrian walkway

Figure 21: A table showing the proposed Streetscape intervention projects.

The rankings were converted to a points system such that every time a project was rated:

- Priority 1 it received 9 points;
- Priority 2 it received 8 points;
- Priority 3 it received 7 points;
- Priority 4 it received 6 points;
- Priority 5 it received 5 points;
- Priority 6 it received 4 points;
- Priority 7 it received 3 points;
- Priority 8 it received 2 points; and
- Priority 9 it received 1 point.

After the points were totalled the following priority list emerged as shown in Figure 22 below.

Community feedback generally confirmed Hansen Partnership’s proposed staging and prioritisation order with some minor modifications. These modifications were that *Project 3 Gateway Features* was ranked overall in 5<sup>th</sup> position with *Project 4 Rose Street* and *Project 5 Village Green* moving into 3<sup>rd</sup> and 4<sup>th</sup> priority respectively overall.

Priority Order	Proposed Streetscape Project	Points
1	1 Pedestrian walkway	243
2	2 Station Plaza	208
3	4 Rose St	191
4	5 Village Green	187
5	3 Gateway Features	166
6	6 Dawson St amenity upgrades	164
7	7 Bushland Backdrop	116
8	8 Extension of shared space	99
9	9 Extension of pedestrian walkway	99

Figure 22: Priority order for the proposed streetscape projects as based on participant’s ranking



## **Engagement Report - Part 2:**

### **6. Chronology of Findings – Workshop Rounds 1 to 4**

This section of the report is intended to show how community input from one workshop influenced the content and process of subsequent workshops. Raw data was initially themed using the Knox Vision: our city, our future 2013-2017 themes. These themes and their descriptors are summarised below:

#### **1. Healthy, Connected Communities:**

- People enjoy good health & wellbeing
- People have access to excellent health, community and leisure facilities and services
- People are actively engaged with Council and each other in making decisions to shape the future
- People feel a sense of community & a sense of belonging
- Knox is safe place to enjoy local streets, parks & public spaces

#### **2. Prosperous Advancing Economy**

- Local economies thrive
- Local employment opportunities exist
- Local education and skill development opportunities exist
- Innovation & creativity are valued
- Development is sustainable
- Businesses are environmentally & socially responsible

#### **3. Vibrant & Sustainable Built & Natural Environments**

- Network of villages with access to urban facilities & services
- Rates of Growth and Change meet community needs
- Balanced development that respects character AND provides opportunity for investment and sustainable design
- Access to Housing choices that match life stage & lifestyle
- Protection of biodiversity
- A green and leafy environment

#### **4. Culturally Rich & Active Communities**

- A range of local events & festivals
- Public open space is available & accessible
- Public art is appreciated
- Diverse cultural, leisure & recreational activities are available
- Transport encourages participation , physical activity & connection
- Opportunities exist for Lifelong learning

#### **5. Democratic & Engaged Communities**

- Opportunities exist to participate in community groups & activities
- Opportunities exist to influence council decision making
- Council actively encourages and builds community involvement



## 6.1 Chronology of Findings - Findings for Workshop Round 1

As set out in section 4. *Engagement Methodology* in Part 1 of this report, the first workshop round involved participants responding to several prompts to provide their views about the following:

- What’s your future Vision for Upper Gully?
- What’s important to you about Upper Gully?
- What’s your experience of Upper Gully?
- What future changes would you like for Upper Gully?
- What issues and future opportunities are there in relation to the shopping centre?

Participant comments were collated, categorised and themed. The relative frequency of comments within each theme is reflected in the bar graphs on the following pages. A list of comments by theme ascribed is contained in Appendix B1.

In summary, participant feedback from Workshop Round 1 indicated that participants:

- highly valued proximity to services and facilities – most frequently mentioned were the 1812 Theatre, Plaza Shops, hospital, train station, school, library & vet;
- highly valued the proximity to the hills, trees and green open space vista – especially the National Park;
- commented frequently about the sense of community – friendliness of the people and the family friendly environment;
- emphasised the desire to retain the current village feel and low density development; and
- valued low density and large blocks / protecting the area from high rise development.

The Bar graph below (Figure 23) reflects the list of valued attributes for Upper Gully based on community input.

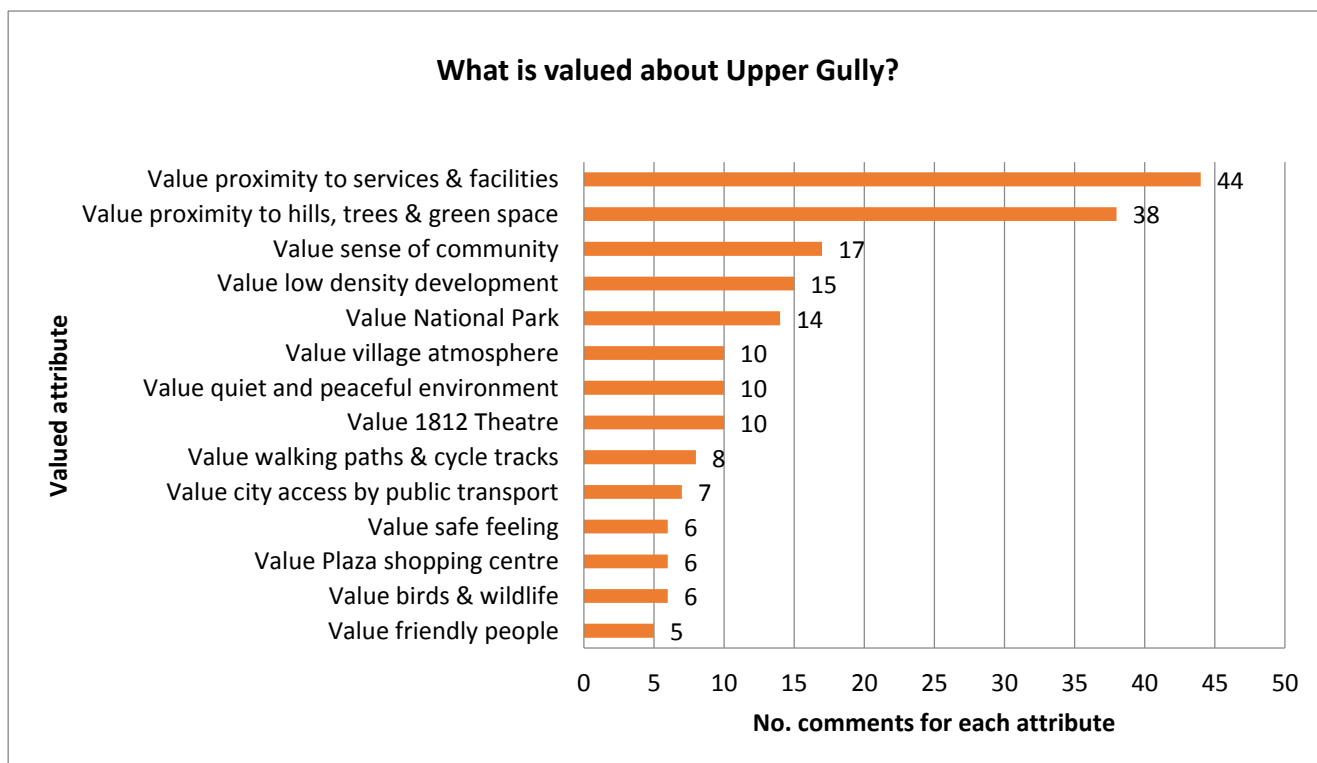


Figure 23: Bar graph showing the relative frequency of Upper Gully’s valued attributes for Workshop Round 1 participants.

Participants were also invited to reflect on their experience of Upper Gully, identifying both issues and future opportunities. This activity generated several hundred comments. These comments were categorised into themes and are reflected in frequency order in the bar graph below (Figure 24). The results show a number of key issues for future consideration; such as a clear community interest in:

- an improved visual aesthetic for the area – especially the Shopping Centre;
- resolving car parking challenges;
- road accessibility and safety;
- preservation and use of open space;
- beautifying the existing railway bridge as a gateway feature;
- improving quality of footpaths; and
- maintaining current low density housing levels.

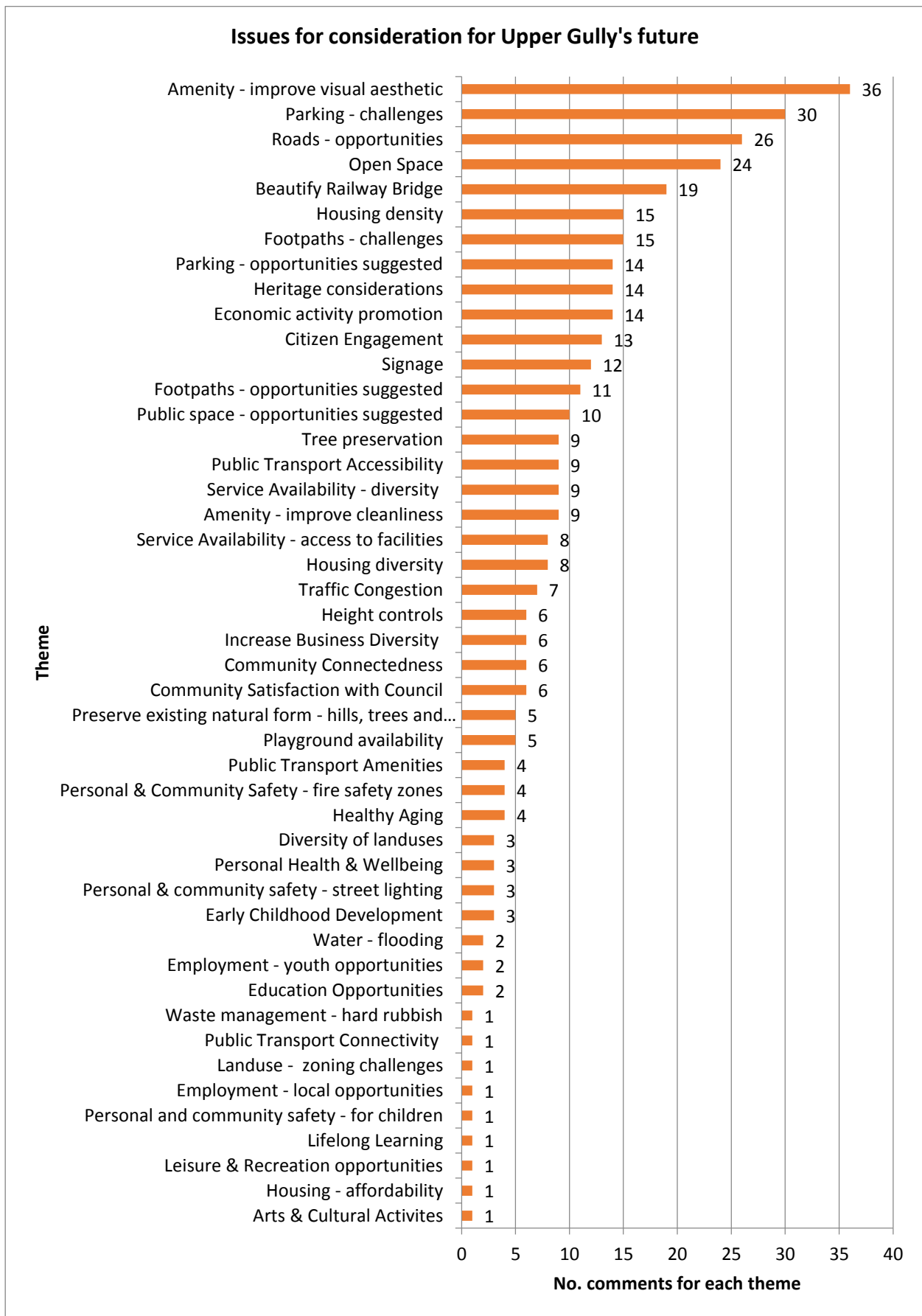


Figure 24: Bar graph showing themes for issues to be considered for Upper Gully's future.

Participants also provided feedback about their specific issues and concerns about the Upper Gully shopping centre along Burwood Highway. Their comments were categorised into themes and are reflected in frequency order in the bar graph below (Figure 25). The descriptor ‘S.C’ refers to shopping centre.

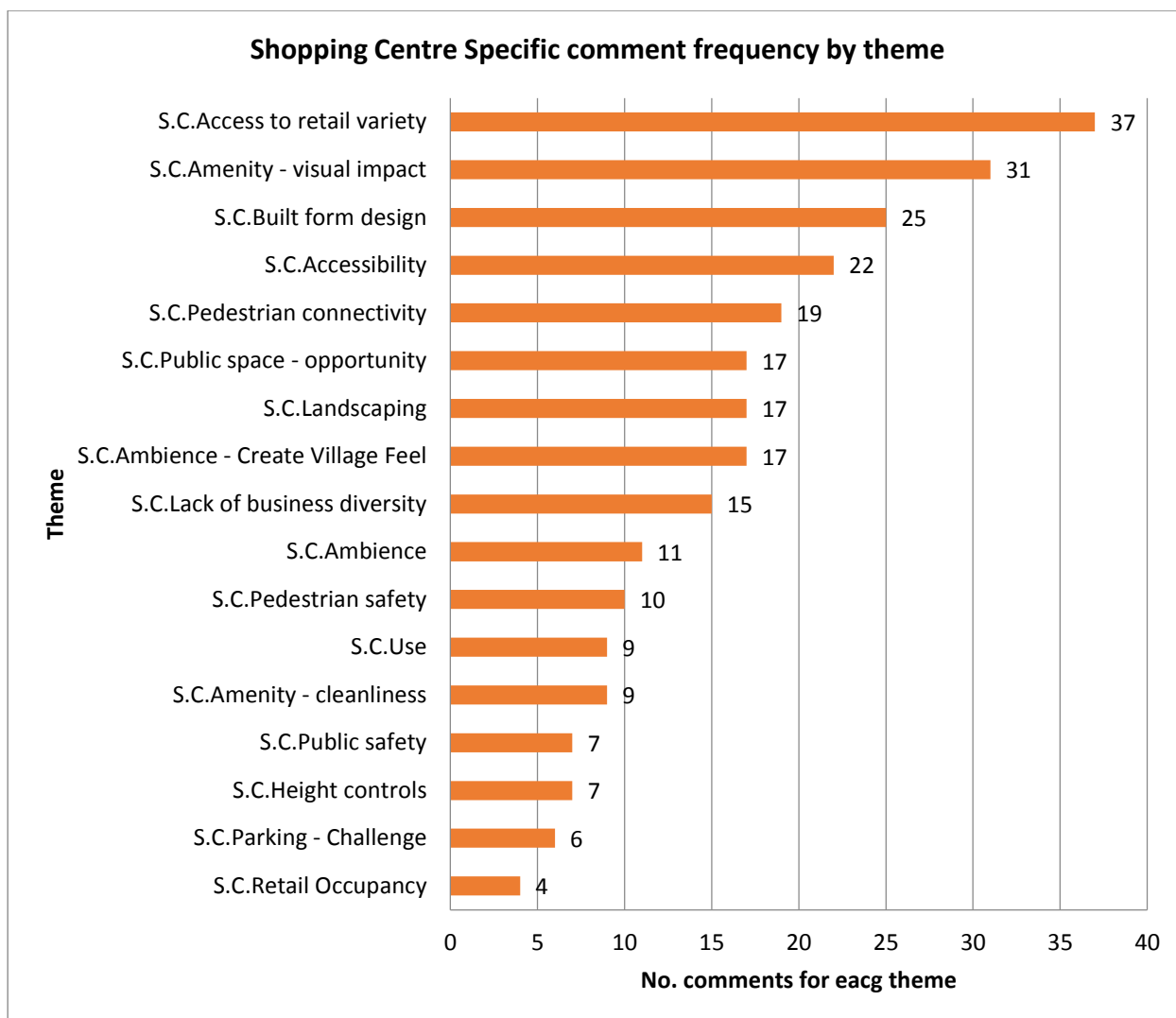


Figure 25: Bar graph showing themes for shopping centre specific issues as raised by participants

Figure 25 above highlights a number of key issues for future consideration. The results show a clear community interest in:

- maintaining local access to retail variety
- an improved visual aesthetic for the area – especially the Shopping Centre
- improving design elements for existing and additional built form
- improved pedestrian accessibility and safety
- further developing and protecting the existing ‘Village Feel’ including the use of landscaping to improve the experience of public open space within the shopping centre

Following the synthesis and consideration of Workshop Round 1 feedback and online survey data (Refer Appendix B2) a 'Top 5' of general categories was identified based on the relative frequency of community based issues and concerns as follows:

1. Parking, Roads & Traffic
2. Connectivity and accessibility (Pedestrians / Vehicles / Public Transport / Bikes)
3. Public, community and open space
4. Visual Amenity and Built Form (the look and feel)
5. Land Use (Centre specific opportunities – access to retail & landscaping)

The general types of issues raised under these themes were as follows:

### 1) Parking, Roads & Traffic

- Participants identified car parking as being difficult especially around the:
  - Hospital
  - 1000 steps
  - Railway Station
  - School
  - Weekend market
- Participants emphasised safety concerns:
  - Eg Quarry Road being unsealed and dangerous due to speed of some vehicles
  - Eg Limited evacuation routes as an alternative to the Highway
  - Eg the Willow Rd / Burwood Highway intersection
  - Eg the Dawson St & Maxi foods entrance are dangerous

### 2) Connectivity and accessibility (Pedestrians / Vehicles / Public Transport / Bikes)

- Participants emphasised safety concerns:
  - about lack of safe footpaths in steep terrain (eg Albert St)
  - about the poor condition of many existing footpaths (North side Burwood highway)
- Participants described lack of existing connections via designated pathways
  - such as conflict between pedestrians & cars: at the station & around Maxifoods
- Participants also identified the lack of connections between existing open spaces and also the National Park
- Many participants commented on the poor, tired, rusted and ugly existing signage

### 3) Public, community and open space

- Participants emphasised the value of flat open space such as Kings Park AND highlighted the need for better connectivity to the National Park
- Access for locals to 1000 steps is difficult on weekends – seems overused by trainers
- With homes with steep backyards there was recognition of the role of open space / playgrounds / play spaces in getting kids active
- Participants identified a lack of communal or public space

#### 4) Visual Amenity and Built Form (the look and feel)

- Participants emphasised the importance of the views to the hills from the centre of UFTG
- Participants frequently commented about ‘eyesores’ such as:
  - Railway Bridge
  - Car Yards - the mish-mash of retail & light industrial
  - Graffiti
  - Station & surrounds – especially rusty signage
  - Royal Hotel – especially the rear
  - General tiredness & shabbiness demonstrated by empty shops
- Participants frequently commented that there is already upper Gully ‘heritage & soul’ in some existing buildings and were keen to have buildings like Royal Hotel / Visitor Information Centre & Pinnacle Café protected.

#### 5) Land Use (Centre specific opportunities – access to retail & landscaping)

- Access to retail variety - participants generally appreciated good access to variety within the Ferntree Gully Plaza – supermarket / Post Office / Chemist / Take Away all conveniently located
- Landscaping in and around centre - not enough

This data was provided to Council / Tract Consultants to assist with the preparation of information to be provided back to the community at Workshop Round 2.



## 6.2 Chronology of Findings - Findings for Workshop Round 2

As mentioned in section 4. *Engagement Methodology* above, Workshop Round 2 was based on reporting back to the community about what had been heard from them during Workshop Round 1. The engagement process involved participants responding in group discussions to fill in the gaps based on the prompts in column two and four as per the sample in the table below:

- Why is this our experience of Upper Gully?
- What are the causes of this situation?
- What can we change or influence to achieve our vision for Upper Gully?
- How can we do this?

	<i>Column 1</i>	<i>Column 2</i>	<i>Column 3</i>	<i>Column 4</i>
	<i>Workshop 1: Where we are now? (What do we value? What's great / not so great?)</i>	<i>Why is this our experience of UFTG? What are the causes of this situation?</i>	<i>Workshop 1: Where do we want to be? (Future vision / aspiration)</i>	<i>What can we change or influence to achieve our vision for UFTG? How can we do this?</i>
<b>Car parking</b>	Participants identified car parking as being difficult especially around the: <ul style="list-style-type: none"> <li>• Hospital</li> <li>• 1000 steps</li> <li>• Railway Station</li> <li>• School</li> <li>• Weekend market</li> </ul>		Suggestions included: <ul style="list-style-type: none"> <li>• Considering high rise parking for hospital &amp; station</li> <li>• Replacing existing car yards with car parking for 1000 steps</li> </ul>	

Figure 26: A sample of an information gathering template for Workshop Round 2.

Participants also provided input via feedback forms for each of the following Top 5 categories:

1. Connectivity & Accessibility (Pedestrians / Public Transport / Bikes)
2. Public, Community & Open Space
3. Parking, Roads & Traffic
4. Visual Amenity & Built Form
5. Land Use

All participant data was collated and synthesised into a number of additional sub themes for each of the Top 5 categories. The categories and their sub themes were also linked back to Knox City Council Vision themes for Tract Consultants to consider in the development of key directions and strategies. These are reflected in the tables on the following pages with an indicator of the number of participant comments ascribed to each sub theme.

**Figure 27a) Parking, Roads and Traffic**

Knox Vision Theme	Classification theme	Sub theme
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Parking, Roads and Traffic	<ul style="list-style-type: none"> <li>• <i>Car parking re 1000 steps (8 comments)</i></li> <li>• <i>Car parking re @ Hospital (7 comments)</i></li> <li>• <i>Car parking – general (2 comments)</i></li> </ul>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Parking, Roads and Traffic	<ul style="list-style-type: none"> <li>• <i>Roads &amp; Traffic – Rollings Rd &amp; Talaskia Rd (4 comments)</i></li> <li>• <i>Roads &amp; Traffic – Mount View Rd (2 comments)</i></li> <li>• <i>Roads &amp; Traffic – Albert &amp; Townley, Wynette (2 comments)</i></li> <li>• <i>Roads &amp; Traffic – Willow Rd (2 comments)</i></li> <li>• <i>Roads &amp; Traffic – Burwood Hwy (2 comments)</i></li> <li>• <i>Roads &amp; Traffic – Dawson Street (1 comment)</i></li> <li>• <i>Roads &amp; Traffic – Rose St (1 comment)</i></li> <li>• <i>Roads &amp; Traffic – Quarry Rd (1 comment)</i></li> <li>• <i>Roads &amp; Traffic – Forest View Rd (1 comment)</i></li> <li>• <i>Roads &amp; Traffic – General comments (1 comment)</i></li> </ul>

**Figure 27b) Connectivity & Accessibility (Pedestrians / Vehicles / Public Transport / Bikes)**

Knox Vision Theme	Classification theme	Sub theme
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes)	<ul style="list-style-type: none"> <li>• <i>Footpaths – safety: Dawson St (3 comments)</i></li> <li>• <i>Footpaths – safety: Quarry Rd (3 comments)</i></li> <li>• <i>Footpaths – safety: Train station (3 comments)</i></li> <li>• <i>Footpaths – safety: Maxi Shopping Centre (3 comments)</i></li> <li>• <i>Footpaths – safety: Albert St (2 comments)</i></li> <li>• <i>Footpaths – safety: Old Belgrave Rd (2 comments)</i></li> <li>• <i>Footpaths – safety: Burwood Hwy (1 comment)</i></li> <li>• <i>Footpaths – safety: Talaskia Rd (1 comment)</i></li> <li>• <i>Footpaths – safety: general (1 comment)</i></li> </ul>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes)	<ul style="list-style-type: none"> <li>• <i>Footpaths connectivity – general safety (7 comments)</i></li> <li>• <i>Footpath connectivity – over Burwood Hwy (6 comments)</i></li> <li>• <i>Footpaths – connectivity for 1000 steps ( 3 comments)</i></li> <li>• <i>Footpaths – connectivity for bike linkages (2 comments)</i></li> </ul>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes)	<ul style="list-style-type: none"> <li>• <i>Signage – both to welcome &amp; to assist with ‘way finding’ (9 comments)</i></li> </ul>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes)	<ul style="list-style-type: none"> <li>• <i>Public transport – frequency (1 comment)</i></li> </ul>

**Figure 27c) Public, community and open space**

Knox Vision Theme	Classification theme	Sub theme
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Public, community and open space	<ul style="list-style-type: none"> <li>• <i>Open Space – Quarry Rd (4 comments)</i></li> <li>• <i>Open Space – Talaskia Rd (4 comments)</i></li> </ul>
<b>Healthy Connected Communities</b>	Public, community and open space	<ul style="list-style-type: none"> <li>• <i>Open space – as fire refuge (1 comment)</i></li> <li>• <i>Open Space – general (1 comment)</i></li> </ul>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Public, community and open space	<ul style="list-style-type: none"> <li>• <i>Public /Community space – Shopping Centre (4 comments)</i></li> <li>• <i>Public /Community space – Railway Station (2 comments)</i></li> <li>• <i>Public /Community space – community garden (1 comment)</i></li> </ul>
<b>Culturally Rich &amp; Active Communities</b>	Public, community and open space	<ul style="list-style-type: none"> <li>• <i>Public /Community space – playgrounds (3 comments)</i></li> </ul>
<b>Healthy Connected Communities</b>	Public, community and open space	<ul style="list-style-type: none"> <li>• <i>Public /Community space – general (2 comments)</i></li> </ul>

**Figure 27d) Visual Amenity and Built Form**

Knox Vision Theme	Classification theme	Sub theme
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Visual Amenity and Built Form	<ul style="list-style-type: none"> <li>• <i>Vista &amp; view (4 comments)</i></li> <li>• <i>Visual amenity – cleanliness (3 comments)</i></li> <li>• <i>Built form – general (7 comments)</i></li> <li>• <i>Built form – building heights (5 comments)</i></li> <li>• <i>Built form – Royal Hotel (4 comments)</i></li> <li>• <i>Built form – railway bridge (3 comments)</i></li> <li>• <i>Character &amp; Heritage (3 comments)</i></li> </ul>

**Figure 27e) Landuse - Centre Specific Opportunities**

Knox Vision Theme	Classification theme	Sub theme
<b>Prosperous Advancing Economy</b>	Centre specific opportunities	<ul style="list-style-type: none"> <li>• <i>Access to retail variety (8 comments)</i></li> </ul>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environments</b>	Centre specific opportunities	<ul style="list-style-type: none"> <li>• <i>Accessibility &amp; connectivity (9 comments)</i></li> <li>• <i>Character (8 comments)</i></li> <li>• <i>Landscaping in and around centre – Burwood Hwy &amp; Service Road (7 comments)</i></li> <li>• <i>Landscaping – public art (5 comments)</i></li> <li>• <i>Landscaping in and around centre – general (3 comments)</i></li> <li>• <i>Landscaping - Maintenance of existing trees / shrubs (3 comments)</i></li> <li>• <i>Village feel (2 comments)</i></li> <li>• <i>Lighting (2 comments)</i></li> <li>• <i>Other (2 comments)</i></li> </ul>

### 6.3 Chronology of findings - Findings for Workshop Round 3

As mentioned in section 4. *Engagement Methodology* above, the purpose was to present an overview of participant input from Workshop Round 2 in the form of proposed key directions and strategies. The purpose was also to confirm the alignment of participant aspirations with these proposed key directions and strategies.

The data synthesis from Workshop Round 2 resulted in the development of 45 key preliminary strategies across the Top 5 categories:

- Connectivity & Accessibility (Pedestrians / Public Transport / Bikes): Strategies A1 – A11
- Public, Community & Open Space: Strategies B1 – B7
- Parking, Roads & Traffic: Strategies C1 – C8
- Visual Amenity & Built Form: Strategies D1 – D11
- Land Use: Strategies E1 – E7

Each strategy was intended to respond to aspirations developed based on community input at Workshop Rounds 1 and 2 as per the sample in the table below (Figure 28).

#### **Category 1 - Connectivity and Accessibility (Pedestrians / Public Transport / Bikes)**

<b>Strategy Number</b>	<b>Strategy</b>	<b>Aspirations</b>	<b>Is this important? (YES OR NO)</b>	<b>Ranking (LOW, MEDIUM, HIGH)</b>	<b>Comments (why)</b>
A1	<i>Advocate for VicTrack and Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.</i>	<ul style="list-style-type: none"> <li>• <i>The train station is a thriving and attractive transport hub for locals and visitors.</i></li> <li>• <i>The station is accessible to all users.</i></li> </ul>			

Figure 28: A sample of an information gathering template for Workshop Round 3

To assist with the presentation of this information back to community participants at Workshop Round 3 Tract Consultants prepared a number of storyboards. These provided stimulus for community discussions about the proposed strategies. The detail of each strategy and the community aspiration it was intended to meet is set out under the Top 5 category headings on the following pages.



Figure 29: Storyboard for Connectivity & Accessibility (Pedestrians / Public Transport / Bikes): Preliminary Strategies A1 – A11



# UPPER GULLY PLAN PRELIMINARY STRATEGIES FOR DISCUSSION / DRAFT

## CONNECTIVITY AND ACCESSIBILITY (Pedestrians / Public Transport / Bikes)

**Strategy A1** - Advocate for VicTrack and Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.

CITY PLAN THEMES ALIGNMENT



**Strategy A2** - Advocate for VicRoads to enhance pedestrian connections between the town centre and the railway station.

CITY PLAN THEMES ALIGNMENT



**Strategy A3** - Work with the Ferntree Plaza Shopping Centre to provide prioritised and direct pedestrian access through the car parks.

CITY PLAN THEMES ALIGNMENT



**Strategy A4** - Consider the provision of fitness and exercise stations at key locations along Ferry Creek trail to encourage an active and healthy lifestyle.

CITY PLAN THEMES ALIGNMENT



**Strategy A5** - Provide consistent signage to help people find their way to and from key destinations within Upper Ferntree Gully.

CITY PLAN THEMES ALIGNMENT



**Strategy A6** - Ensure town centre streetscape works across the town centre focus on prioritising pedestrian movement with wide footpaths, pedestrian priority at intersections and maximising access for people with limited mobility.

CITY PLAN THEMES ALIGNMENT



**Strategy A7** - Advocate for Tourism Victoria to promote alternative access to 1000 Steps and consider improvements to the Belgrave-Ferntree Gully Rail Trail to enhance the journey.

CITY PLAN THEMES ALIGNMENT



**Strategy A8** - Advocate for a bicycle infrastructure at key destinations.

CITY PLAN THEMES ALIGNMENT



**Strategy A9** - Provide a high level of pedestrian amenity along key streets into the town centre street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.

CITY PLAN THEMES ALIGNMENT



**Strategy A10** - Improve the Ferry Creek trail and connecting on-street shared path with signage, landscaping and clear pedestrian and cyclist priority at road intersections.

CITY PLAN THEMES ALIGNMENT



**Strategy A11** - Investigate the opportunity to provide a pedestrian overpass adjacent to the railway bridge and across Burwood Highway to link to Upwey and nearby trails.

CITY PLAN THEMES ALIGNMENT





**Figure 30: Table for Category 1: Connectivity & Accessibility (Pedestrians / Public Transport / Bikes) Preliminary Strategies A1 – A11 = 11 strategies**

Strategy #	Strategy detail	Community aspiration
A1	Advocate for VicTrack and Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	<ul style="list-style-type: none"> <li>The train station is a thriving and attractive transport hub for locals and visitors.</li> <li>The station is accessible to all users.</li> </ul>
A2	Advocate for VicRoads to enhance pedestrian connections between the town centre and the railway station.	<ul style="list-style-type: none"> <li>Safe and convenient access is provided to community facilities and public transport.</li> </ul>
A3	Work with the Ferntree Plaza Shopping Centre to provide prioritised and direct pedestrian access through the car parks.	<ul style="list-style-type: none"> <li>Safe and connected access is provided for all.</li> </ul>
A4	Consider the provision of fitness and exercise stations at key locations along Ferny Creek trail to encourage an active and healthy lifestyle.	<ul style="list-style-type: none"> <li>Health and active community.</li> </ul>
A5	Provide consistent signage to help people find their way to and from key destinations within Upper Ferntree Gully.	<ul style="list-style-type: none"> <li>Safe and connected access is provided for all.</li> </ul>
A6	Ensure town centre streetscape works across the town centre focus on prioritising pedestrian movement with wide footpaths, pedestrian priority at intersections and maximising access for people with limited mobility.	<ul style="list-style-type: none"> <li>Safe and connected access is provided for all.</li> <li>Upper Gully Centre is a pedestrian and cycle friendly environment.</li> <li>Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> </ul>
A7	Advocate for Tourism Victoria to promote alternative access to 1000 steps and consider improvements to the Belgrave-Ringwood Rail Trail to enhance the journey.	<ul style="list-style-type: none"> <li>Safe and convenient access is provided to existing recreation facilities including Kings Park and 1000 steps.</li> <li>Upper Gully's tourism function celebrates its role as <b>the gateway</b> for tourists visiting the Dandenong Ranges.</li> </ul>
A8	Advocate for a bicycle infrastructure at key destinations.	<ul style="list-style-type: none"> <li>Upper Gully Centre is a pedestrian and cycle friendly environment.</li> <li>Safe and connected access is provided for all.</li> </ul>
A9	Provide a high level of pedestrian amenity along key street into the town centre street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	<ul style="list-style-type: none"> <li>Safe and connected access is provided for all.</li> <li>Upper Gully Centre is a pedestrian and cycle friendly environment.</li> <li>A range of conveniently located and high quality amenities are provided within the Centre for both visitors and locals including public toilets, seating and drinking fountains.</li> </ul>
A10	Improve the Ferny Creek trail and connecting on-street shared path with signage, landscaping and clear pedestrian and cyclist's priority at road intersections.	<ul style="list-style-type: none"> <li>Safe and convenient access is provided to community facilities and public transport.</li> <li>Safe, and connected pedestrian and cycle access is provided for all.</li> </ul>
A11	Investigate the opportunity to provide a pedestrian overpass adjacent to the railway bridge and across Burwood Highway to link to Upwey and nearby trails.	<ul style="list-style-type: none"> <li>Safe and convenient access is provided to community facilities and public transport.</li> <li>Safe and connected pedestrian and cycle access is provided for all.</li> </ul>

Figure 31: Storyboard for Public, Community & Open Space: Preliminary Strategies B1 – B7



# UPPER GULLY PLAN PRELIMINARY STRATEGIES FOR DISCUSSION / DRAFT

## PUBLIC, COMMUNITY AND OPEN SPACE



**Strategy B1** - Enhance Peregrine Reserve as a major recreational asset for the broader community by continuing to implement planned works for the park. Improve pedestrian and cycle access to the park and investigate the potential for the park to be used as an event space that makes the most of the unique landscape setting.

CITY PLAN THEMES ALIGNMENT



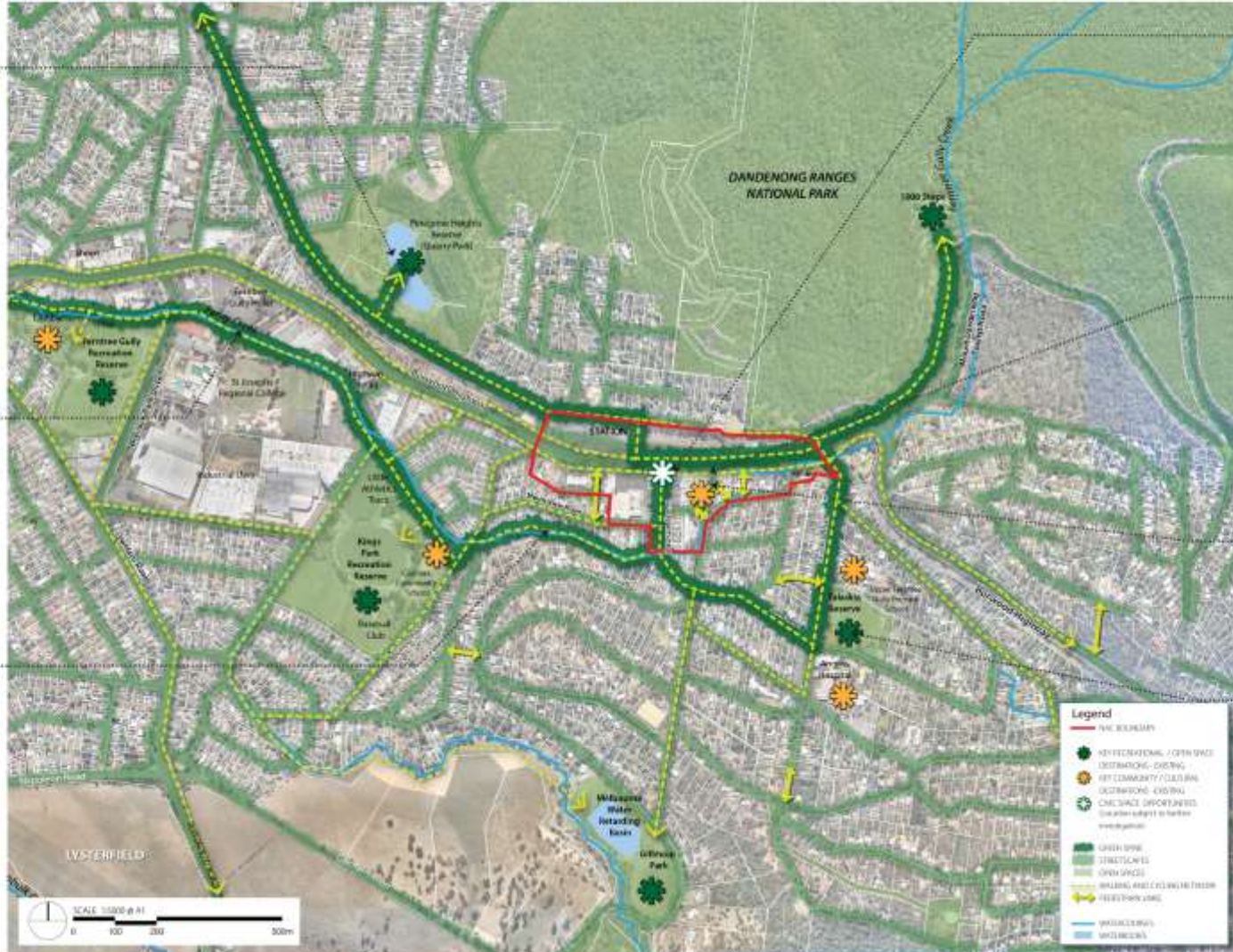
**Strategy B2** - Encourage properties abutting the Fery Creek trail to address the creek with uses that enhance passive surveillance.

CITY PLAN THEMES ALIGNMENT



**Strategy B3** - Enhance the Fery Creek trail as a major recreational and environmental corridor that connects residents and visitors to major parks, schools and the town centre.

CITY PLAN THEMES ALIGNMENT



**Strategy B4** - Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.

CITY PLAN THEMES ALIGNMENT



**Strategy B5** - Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.

CITY PLAN THEMES ALIGNMENT



**Strategy B6** - Provide public art, paving, lighting and furniture within streets and civic spaces in the town centre that expresses Upper Fery Creek's unique identity.

CITY PLAN THEMES ALIGNMENT



**Strategy B7** - Enhance Tolaskie Reserve through the current master planning process with a focus on improving connections, enhancing its environmental and landscape function, and making it a more useable to adjoining uses and residents through improved facilities.

CITY PLAN THEMES ALIGNMENT



**Figure 32: Table for Category 2: Public, Community & Open Space Preliminary Strategies B1-B7 = 7 strategies**

Strategy #	Strategy detail	Community aspiration
B1	Enhance Peregrine Heights Reserve (Quarry Park) as a major recreational asset for the broader community by continuing to implement planned works for the park. Improve pedestrian and cycle access to the park and investigate the potential for the park to be used as an event space that makes the most of the unique landscape setting.	<ul style="list-style-type: none"> <li>• Quarry Road provides safe access for both vehicles and pedestrians between the train station, Quarry Park and surrounding residential areas.</li> <li>• A network of high quality public spaces provides places for all people to appreciate, enjoy and socialise in.</li> <li>• Local events bring the community together and create a sense of pride and belonging.</li> </ul>
B2	Encourage properties abutting the Ferny Creek trail to address the creek with uses that enhance passive surveillance	<ul style="list-style-type: none"> <li>• People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> </ul>
B3	Enhance the Ferny Creek trail as a major recreational and environmental corridor that connects residents and visitors to major parks, schools and the town centre	<ul style="list-style-type: none"> <li>• A network of high quality public spaces provides places for all people to appreciate, enjoy and socialise in.</li> </ul>
B4	Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.	<ul style="list-style-type: none"> <li>• A village square / street offers space in the heart of the town for public events and gathering throughout the year.</li> </ul>
B5	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.	<ul style="list-style-type: none"> <li>• The Upper Gully Centre is a friendly environment for kids and youths.</li> <li>• Play facilities are provided throughout Upper Gully, providing places for children to come together, socialise and play and reinforcing its local character.</li> </ul>
B6	Provide public art, paving, lighting and furniture within streets and civic spaces in the town centre that expresses Upper Ferntree Gully's unique identity.	<ul style="list-style-type: none"> <li>• Public art is valued within Upper Gully and reflects themes relevant to the community.</li> </ul>
B7	Enhance Talaskia Reserve through this planning process with a focus on improving connections, enhancing its environmental and landscape function, and making it a more useable to adjoining uses and residents through improved facilities.	<ul style="list-style-type: none"> <li>• A network of high quality public spaces provides places for all people to appreciate, enjoy and socialise.</li> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• Flood risks are appropriately managed and mitigated, while enhancing the environmental qualities of the drainage system.</li> </ul>



Figure 33: Storyboard for Parking, Roads & Traffic: Preliminary Strategies C1 – C8



# UPPER GULLY PLAN PRELIMINARY STRATEGIES FOR DISCUSSION / DRAFT

## PARKING, ROADS AND TRAFFIC



**Strategy C1** - Investigate improvements to Quarry Road to provide safe connections to and from Peregrine Reserve.

CITY PLAN THEMES ALIGNMENT



**Strategy C2** - Work with VicRoads to improve safety around the intersection of Willow Road and Burwood Highway, and the service road.

CITY PLAN THEMES ALIGNMENT



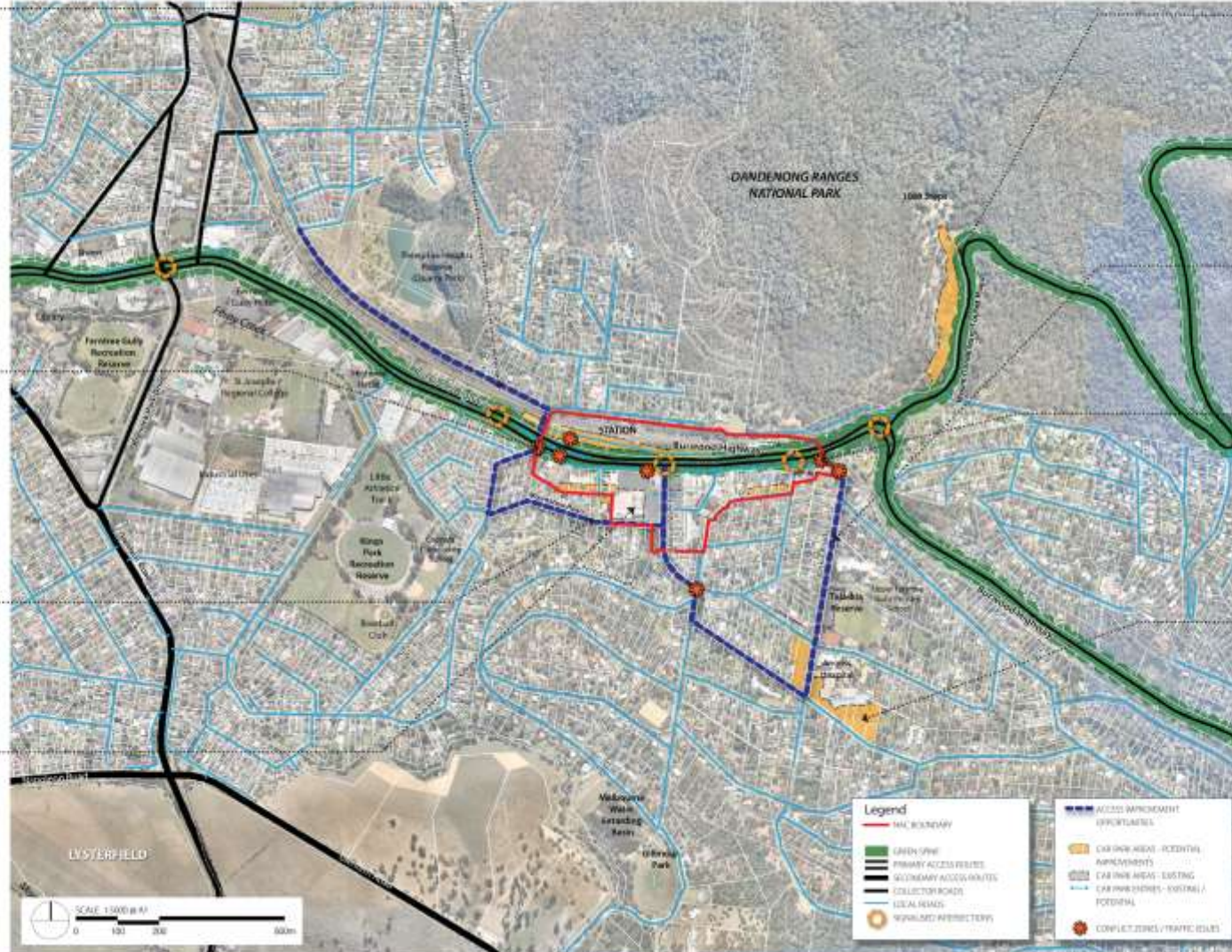
**Strategy C3** - Investigate improvements to Mount View Road to enhance parking and vehicle movements.

CITY PLAN THEMES ALIGNMENT



**Strategy C4** - Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from the Burwood Highway.

CITY PLAN THEMES ALIGNMENT



**Strategy C5** - Work with VicRoads and Parks Victoria to manage parking along Mount Dandenong Tourist Road to enhance safety for pedestrians, cyclists and motorists.

CITY PLAN THEMES ALIGNMENT



**Strategy C6** - Utilise landscape treatments and wayfinding to define key roads and help people find their way to key destinations in Upper Ferntree Gully.

CITY PLAN THEMES ALIGNMENT



**Strategy C7** - Work with VicRoads to enhance the intersection of Rollings Road and Talakia Road to provide clear and simple traffic movements.

CITY PLAN THEMES ALIGNMENT



**Strategy C8** - Advocate to the Hospital to determine car parking needs and develop a strategy for future provision that minimises impacts on surrounding residents.

CITY PLAN THEMES ALIGNMENT



**Figure 34: Table for Category 3: Parking, Roads & Traffic: Preliminary Strategies C1 – C8 = 8 strategies**

Strategy #	Strategy detail	Community aspiration
C1	Investigate improvements to Quarry Road to provide safe connections to and from Peregrine Heights Reserve (Quarry Park)	<ul style="list-style-type: none"> <li>Quarry Road provides safe access for both vehicles and pedestrians between the train station, Quarry Park and surrounding residential areas.</li> </ul>
C2	Advocate for VicRoads to improve safety around the intersection of Willow Road and Burwood Highway, and the service road.	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>
C3	Investigate improvements to Mount View Road to enhance parking and vehicle movements.	<ul style="list-style-type: none"> <li>Parking along Mount View Road does not adversely impact on the amenity of surrounding residents.</li> <li>The street network provides clear and simple access between residential neighbourhoods and services.</li> </ul>
C4	Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from the Burwood Highway.	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>
C5	Advocate for VicRoads and Parks Victoria to manage parking along Mount Dandenong Tourist Road to enhance safety for pedestrians, cyclists and motorists.	<ul style="list-style-type: none"> <li>Car parking to 1000 steps is safe and adequately provides for weekend usage.</li> </ul>
C6	Utilise landscape treatments and wayfinding to define key roads and help people find their way to key destinations in Upper Ferntree Gully.	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>
C7	Advocate for VicRoads to enhance the intersections of Rollings Road and Talaskia Road to provide clear and simple traffic movements. (incorrect intersection details )	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>
C8	Advocate for the Hospital to determine car parking needs and develop a strategy for future provision that minimises impacts on surrounding residents.	<ul style="list-style-type: none"> <li>Parking around the Angliss Hospital is effectively managed to ensure that it does not adversely impact on surrounding residents.</li> </ul>



Figure 35: Storyboard for Visual Amenity and built Form: Preliminary Strategies D1 – D12 = 12 strategies



# UPPER GULLY PLAN

## PRELIMINARY STRATEGIES

FOR DISCUSSION / DRAFT

### VISUAL AMENITY AND BUILT FORM

- Strategy D1** - Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.

CITY PLAN THEMES ALIGNMENT
- Strategy D2** - Work with VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.

CITY PLAN THEMES ALIGNMENT
- Strategy D3** - Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.

CITY PLAN THEMES ALIGNMENT
- Strategy D4** - Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind.

CITY PLAN THEMES ALIGNMENT
- Strategy D5** - Encourage a high architectural standard for future buildings that respond to the local setting.

CITY PLAN THEMES ALIGNMENT
- Strategy D6** - Improve landscape treatments and lighting along William Street to help enhance the commercial / residential interface.

CITY PLAN THEMES ALIGNMENT



- Strategy D7** - Investigate impacts to streetscape improvements at the corner of Dawson Street and Burwood Highway that helps to integrate the station with the town centre.

CITY PLAN THEMES ALIGNMENT
- Strategy D8** - Provide streetscape improvements to the Burwood Highway to create a strong sense of entry into the town centre and provide a cohesive character.

CITY PLAN THEMES ALIGNMENT
- Strategy D9** - Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the town centre and help with navigation.

CITY PLAN THEMES ALIGNMENT
- Strategy D10** - Work with VicTrack to enhance the railway bridge as a key 'gateway' into Upper Ferntree Gully.

CITY PLAN THEMES ALIGNMENT
- Strategy D11** - Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.

CITY PLAN THEMES ALIGNMENT
- Strategy D12** - Maintain and celebrate existing heritage and valued buildings within Upper Gully.

CITY PLAN THEMES ALIGNMENT

Legend	
	VIC BOUNDARY
	RAILWAY LINE
	RAILWAY LINE
	TRANSPORT INTERCHANGE / HLS
	PROMINENT CORNER
	PROMINENT CORNER BUILDING
	VALUED BUILDINGS / HERITAGE
	RAILWAY BRIDGE
	PRIMARY STREETScape IMPROVEMENT OPPORTUNITY
	STREET BASED VITAL OPPORTUNITY
	RESIDENTIAL INTERFACE
	BURWOOD HIGHWAY
	PEDESTRIAN LINKS

**Figure 36: Table for Category 4: Visual Amenity & Built Form: Preliminary Strategies D1 – D12 = 12 strategies**

Strategy #	Strategy detail	Community aspiration
D1	Advocate for improvements to the Visitor’s Information Centre so that is enhanced as an iconic building in the town centre	<ul style="list-style-type: none"> <li>• Upper Gully’s tourism function and its role as the gateway for tourists visiting the Dandenong Ranges is recognised and strengthened.</li> <li>• The Information Centre is safe and easily accessible for visitors.</li> <li>• Heritage features are retained and celebrated.</li> </ul>
D2	Advocate with VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage	<ul style="list-style-type: none"> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> <li>• The train station is a thriving and attractive transport hub for locals and visitors.</li> </ul>
D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	<ul style="list-style-type: none"> <li>• Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> <li>• Land use zoning allows for a mix of appropriate land uses that contribute to an active, inclusive and safe community.</li> </ul>
D4	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind	<ul style="list-style-type: none"> <li>• Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> <li>• Built form provides active street frontages and contributes to the activity within the centre.</li> </ul>
D5	Encourage a high architectural standard for future buildings that respond to the local setting.	<ul style="list-style-type: none"> <li>• The scale and form of the town centre responds its setting, the low density development of the surrounding residential areas and its relationship to the surrounding landscape setting.</li> <li>• Built form embraces sustainable building concepts and high quality design, reinforcing Upper Gully’s setting while respecting existing valued buildings.</li> </ul>
D6	Improve landscape treatments and lighting along William Street to help enhance the commercial / residential interface.	<ul style="list-style-type: none"> <li>• People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>
D7	Investigate with VicRoads, streetscape improvements at the corner of Dawson Street and Burwood Highway that helps to integrate the station with the town centre.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• The street network provides clear and simple access between residential neighbourhoods and services.</li> <li>• The train station is a thriving and attractive transport hub for locals and visitors.</li> <li>• The station provides reliable and easy public transport connections for the surrounding residential community.</li> </ul>
D8	Advocate for streetscape improvements to Burwood Highway to create a strong sense of entry into the centre	<ul style="list-style-type: none"> <li>• Upper Gully’s tourism function and its role as the gateway for tourists visiting the Dandenong Ranges is recognised and strengthened.</li> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>

**Figure 36: Table for Category 4: Visual Amenity & Built Form: Preliminary Strategies D1 – D12 = 12 strategies**

Strategy #	Strategy detail	Community aspiration
D9	Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the town centre and help with navigation.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• The street network provides clear access between residential neighbourhoods and services.</li> </ul>
D10	Advocate for VicTrack and Vic Roads to enhance the railway bridge as a 'gateway' to celebrate Upper Ferntree Gully.	<ul style="list-style-type: none"> <li>• The railway bridge provides a positive and memorable contribution to the arrival and departure experience into Upper Gully and the hills.</li> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>
D11	Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.	<ul style="list-style-type: none"> <li>• Streets within the Centre provide for outdoor dining, footpath trading and socialising.</li> <li>• Maintain an active arts and culture environment and utilise the 1812 Theatre to facilitate a focus for community interaction and engagement within the arts environment.</li> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> <li>• Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> </ul>
D12	Advocate for the maintenance and celebrate existing heritage and valued buildings within Upper Gully.	<ul style="list-style-type: none"> <li>• Heritage features are retained and celebrated</li> </ul>



Figure 37: Storyboard for Land Use: Preliminary Strategies E1 – E7 = 7 strategies



# UPPER GULLY PLAN PRELIMINARY STRATEGIES FOR DISCUSSION / DRAFT

## LAND USE



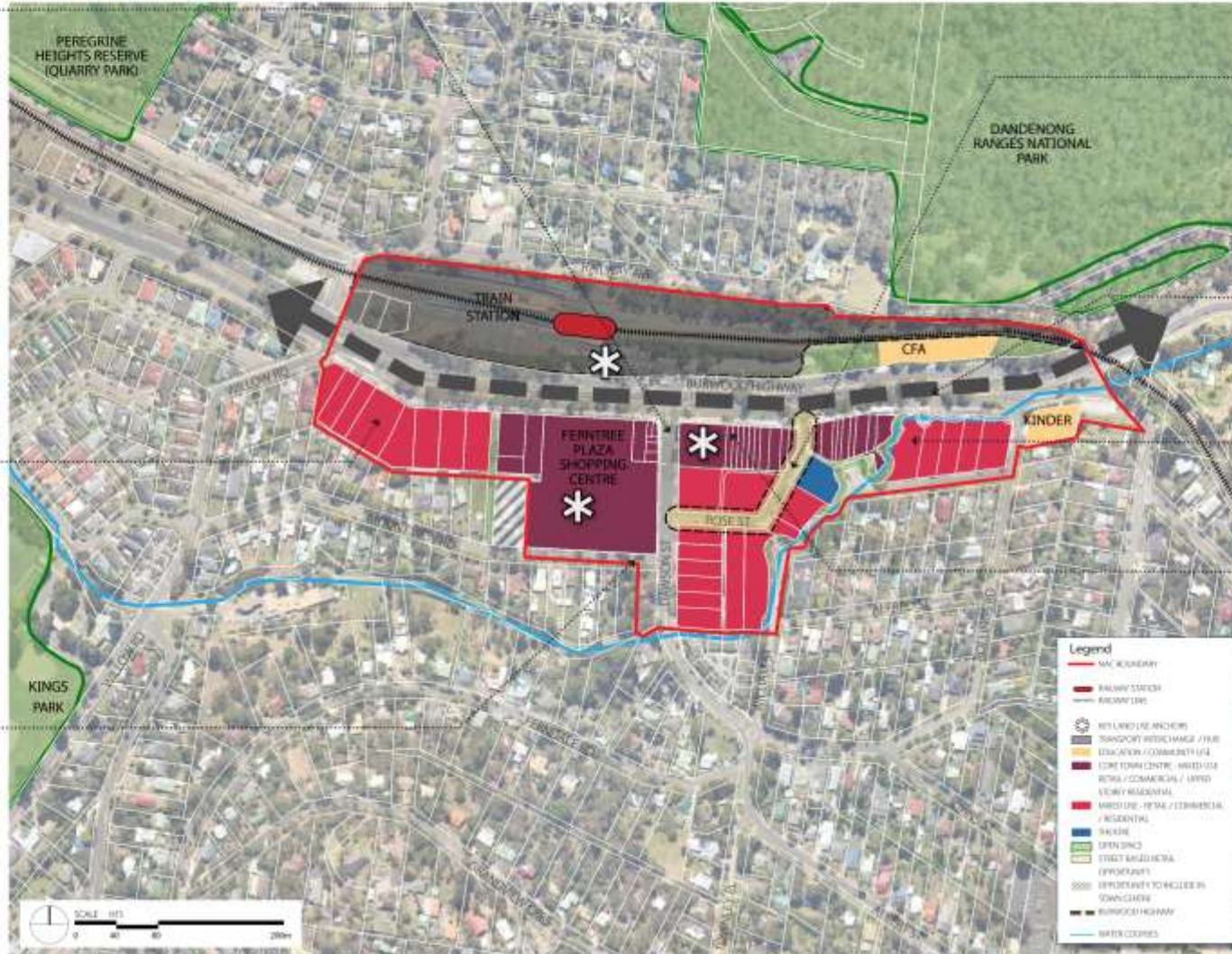
**Strategy E1** - Encourage land uses that activate the town centre during the day and at night.



**Strategy E2** - Provide medium density housing and shop top within the town centre, to enhance activity and provide housing diversity.



**Strategy E3** - Investigate opportunities to locate community uses within the town centre to facilitate multi trip outcomes.



**Strategy E4** - Encourage entertainment and dining uses within Rose Street to increase activity and complement the 1812 Theme.



**Strategy E5** - Encourage the redevelopment of sites within the town centre for tourism uses.



**Strategy E6** - Redevelop underutilised sites for retail, commercial, residential and mixed use development with active street frontages.



**Strategy E7** - Encourage land uses within the centre and along key pedestrian routes that provide for the activation of the streets.



**Figure 38: Table for Category 5: Land Use: Preliminary Strategies E1 – E7 = 7 strategies**

Strategy #	Strategy detail	Community aspiration
E1	Encourage land uses that activate the town centre during the day and at night.	<ul style="list-style-type: none"> <li>• People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> <li>• Land use zoning allows for a mix of appropriate land uses that contribute to an active, inclusive and safe community.</li> </ul>
E2	Encourage through the planning scheme amendment medium density housing and shop top within the town centre, to enhance activity and provide housing diversity.	<ul style="list-style-type: none"> <li>• The centre provides opportunities for diverse housing options.</li> </ul>
E3	Investigate opportunities to locate community service within the town centre.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• A range of community facilities are provided within Upper Gully that cater for local needs and requirements.</li> <li>• Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> </ul>
E4	Encourage entertainment and dining uses within Rose Street to increase activity and complement the 1812 Theatre.	<ul style="list-style-type: none"> <li>• Streets within the Centre provide for outdoor dining, footpath trading and socialising.</li> <li>• Maintain and active arts and culture environment and utilise the 1812 Theatre to facilitate a focus for community interaction and engagement within the arts environment.</li> </ul>
E5	Encourage through a planning scheme amendment the redevelopment of sites within the town centre for tourism uses.	<ul style="list-style-type: none"> <li>• Upper Gully's tourism function and its role as the gateway for tourists visiting the Dandenong Ranges is recognised and strengthened.</li> <li>• Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>
E6	Redevelop underutilised sites for retail, commercial, residential and mixed use development with active street frontages.	<ul style="list-style-type: none"> <li>• Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> <li>• Land use zoning allows for a mix of appropriate land uses that contribute to an active, inclusive and safe community.</li> </ul>
E7	Encourage through a planning scheme amendment land uses within the centre and along key pedestrian routes that provide for the activation of the streets.	<ul style="list-style-type: none"> <li>• People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> <li>• Streets within the Centre provide for outdoor dining, footpath trading and socialising.</li> <li>• Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> </ul>



Figure 39: Storyboard for Centre Specific Opportunities– Neighbourhood Activity Centre



# UPPER GULLY PLAN PRELIMINARY STRATEGIES FOR DISCUSSION / DRAFT

## CENTRE SPECIFIC OPPORTUNITIES - NAC

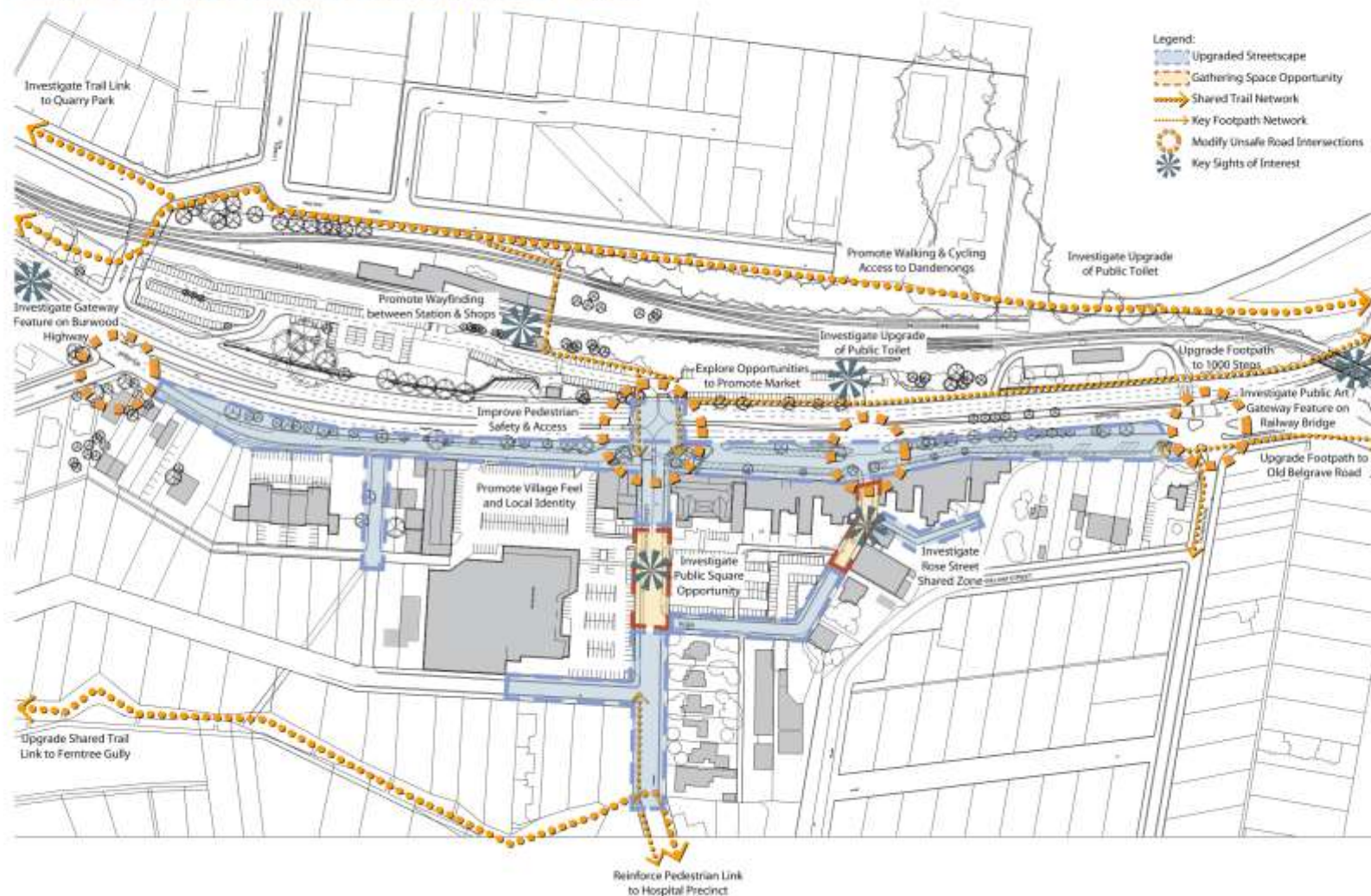




Figure 40: Storyboard for Centre Specific Opportunities – Neighbourhood Activity Centre



# UPPER GULLY PLAN PRELIMINARY STRATEGIES FOR DISCUSSION / DRAFT

## CENTRE SPECIFIC OPPORTUNITIES - NAC



*'A bright future for Upper Ferntree Gully'*

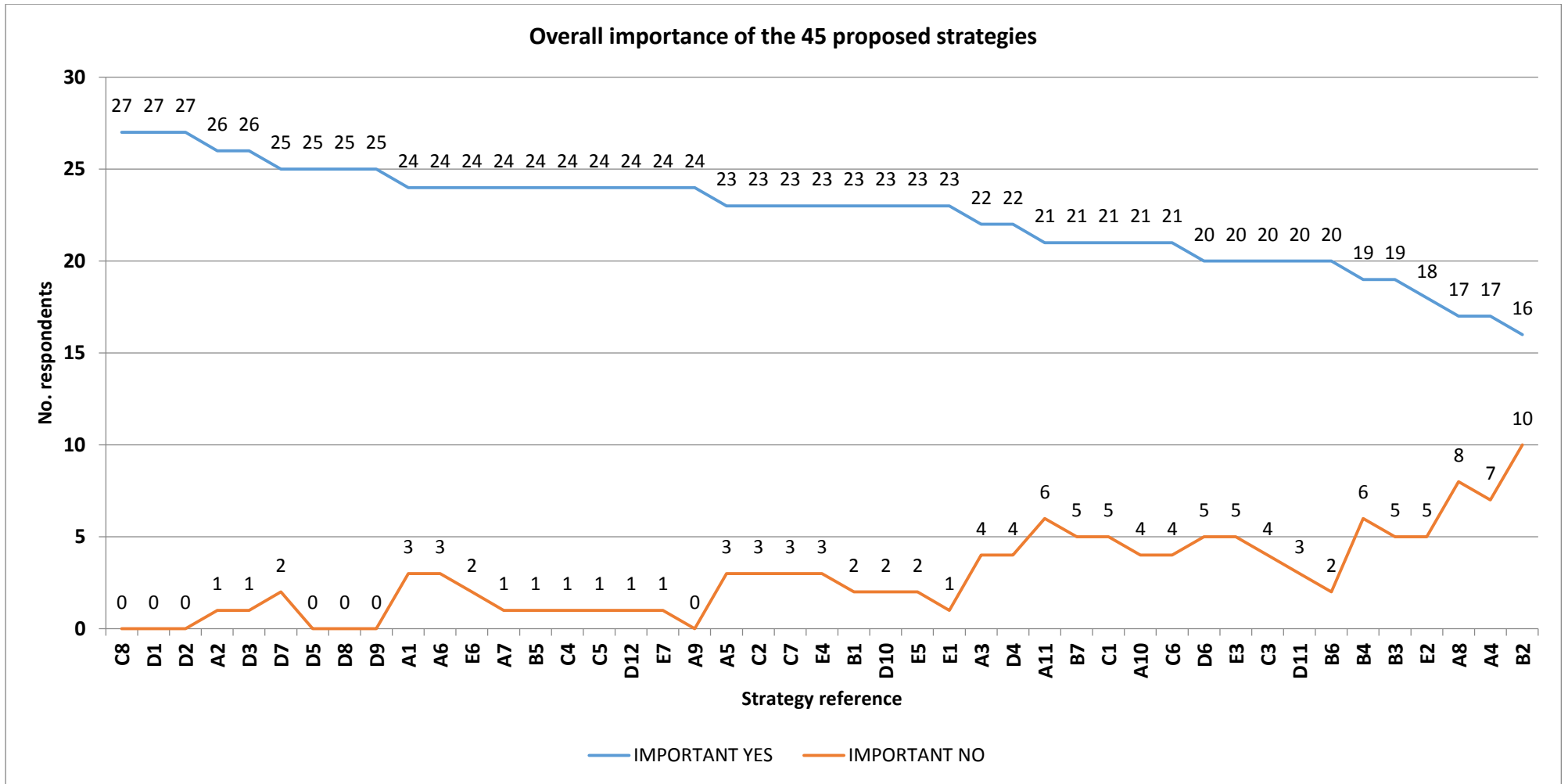
Workshop Round 3 participants were invited to comment individually via a feedback form about whether each strategy was important to them or not. If it was an important strategy participants were then invited to indicate whether they would rank it as of high, medium or low importance.

Responses were collated and the line graph on the following page (Figure 41) shows the strategies rated from highest to lowest in overall importance to participants.

The graph shows that:

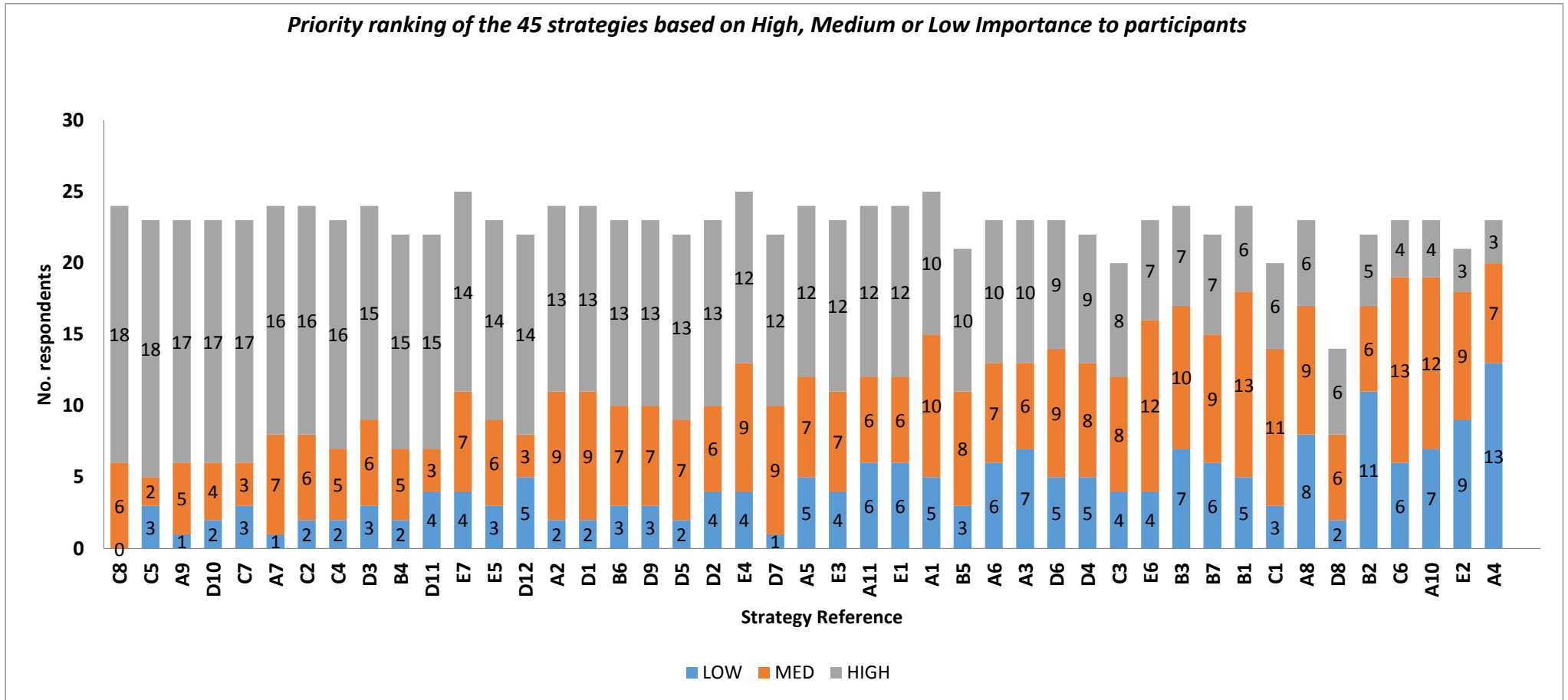
- overall the proposed strategies were more important than not to the participants;
- strategies related to hospital car parking, train station amenity and height controls were of most importance; and
- strategies related to Ferny Creek specifically and to shop top housing were of least importance.

Figure 41: Line graph showing the overall importance of the 45 proposed strategies.



The bar graph (Figure 42) below shows the spread of relative importance of each strategy from highest to lowest importance based on participant feedback in Workshop Round 3.

Figure 42: Bar graph showing relative importance of the 45 proposed strategies when ranked from High to Low.





<b>Figure 43: Table showing strategies ranked in order of importance when rated 'Important - YES/NO' for Workshop Round 3</b>			<b>Corresponding priority order when strategies ranked by relative importance (High/Medium/Low)</b>
<b>Importance Ranking</b>	<b>Reference</b>	<b>Key Strategic Direction detail</b>	
<b>1</b>	<b>C8</b>	Advocate for the Angliss Hospital to determine car parking needs and develop a strategy for future provision that minimises impacts on surrounding residents.	<b>1</b>
<b>2</b>	<b>D1</b>	Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.	<b>16</b>
<b>3</b>	<b>D2</b>	Advocate with VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.	<b>20</b>
<b>4</b>	<b>A2</b>	Advocate for VicRoads to enhance pedestrian connections between the town centre and the railway station.	<b>15</b>
<b>5</b>	<b>D3</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	<b>9</b>
<b>6</b>	<b>D7</b>	Investigate with VicRoads, streetscape improvements at the corner of Dawson Street and Burwood Highway that helps to integrate the station with the town centre.	<b>22</b>
<b>7</b>	<b>D5</b>	Encourage a high architectural standard for future buildings that respond to the local setting.	<b>19</b>
<b>8</b>	<b>D8</b>	Deliver streetscape improvements to Burwood Highway to create a strong sense of entry into the centre.	<b>40</b>
<b>9</b>	<b>D9</b>	Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the town centre and help with navigation.	<b>18</b>
<b>10</b>	<b>A1</b>	Advocate for VicTrack and Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	<b>27</b>
<b>11</b>	<b>A6</b>	Ensure streetscape works across the town centre focus on prioritising pedestrian movement with wide footpaths, pedestrian priority at intersections and maximising access for people with limited mobility.	<b>29</b>
<b>12</b>	<b>E6</b>	Redevelop underutilised sites for retail, commercial, residential and mixed use development with active street frontages.	<b>34</b>
<b>13</b>	<b>A7</b>	Advocate for Tourism Victoria to promote alternative access to 1000 steps and consider improvements to the Belgrave-Ringwood Rail Trail to enhance the journey.	<b>6</b>
<b>14</b>	<b>B5</b>	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.	<b>28</b>

<b>Figure 43: Table showing strategies ranked in order of importance when rated 'Important - YES/NO' for Workshop Round 3</b>			<b>Corresponding priority order when strategies ranked by relative importance (High/Medium/Low)</b>
<b>Importance Ranking</b>	<b>Reference</b>	<b>Key Strategic Direction detail</b>	
<b>15</b>	<b>C4</b>	Investigate opportunities to improve pedestrian and motorist safety at the Maxi Foods car park entrance from Burwood Highway.	<b>8</b>
<b>16</b>	<b>C5</b>	Advocate for VicRoads and Parks Victoria to manage parking along Mount Dandenong Tourist Road to enhance safety for pedestrians, cyclists and motorists.	<b>2</b>
<b>15</b>	<b>D12</b>	Advocate for the maintenance of and celebrate existing heritage and valued buildings within Upper Gully.	<b>14</b>
<b>18</b>	<b>E7</b>	Encourage through a planning scheme amendment land uses within the centre and along key pedestrian routes that provide for the activation of the streets.	<b>12</b>
<b>19</b>	<b>A9</b>	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	<b>3</b>
<b>20</b>	<b>A5</b>	Provide consistent signage to help people find their way to and from key destinations within Upper Ferntree Gully.	<b>23</b>
<b>21</b>	<b>C2</b>	Advocate for VicRoads to improve safety around the intersection of Willow Road and Burwood Highway, and the service road.	<b>7</b>
<b>22</b>	<b>C7</b>	Advocate for VicRoads to enhance the intersection of Old Belgrave Road and Rollings Road to provide clear and simple traffic movements.	<b>5</b>
<b>23</b>	<b>E4</b>	Encourage entertainment and dining uses within Rose Street to increase activity and complement the 1812 Theatre.	<b>21</b>
<b>24</b>	<b>B1</b>	Enhance Peregrine Heights Reserve (Quarry Park) as a major recreational asset for the broader community by continuing to implement planned works for the park. Improve pedestrian and cycle access to the park and investigate the potential for the park to be used as an event space that makes the most of the unique landscape setting.	<b>37</b>
<b>25</b>	<b>D10</b>	Advocate for VicTrack and VicRoads to enhance the railway bridge as a 'gateway' to celebrate Upper Ferntree Gully.	<b>4</b>
<b>26</b>	<b>E5</b>	Encourage through a planning scheme amendment the redevelopment of sites within the town centre for tourism uses.	<b>13</b>
<b>27</b>	<b>E1</b>	Encourage land uses that activate the town centre during the day and at night.	<b>26</b>
<b>28</b>	<b>A3</b>	Work with the Ferntree Plaza Shopping Centre to provide prioritised and direct pedestrian access through the car parks.	<b>30</b>

<b>Figure 43: Table showing strategies ranked in order of importance when rated 'Important - YES/NO' for Workshop Round 3</b>			<b>Corresponding priority order when strategies ranked by relative importance (High/Medium/Low)</b>
<b>Importance Ranking</b>	<b>Reference</b>	<b>Key Strategic Direction detail</b>	
<b>29</b>	<b>D4</b>	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind	<b>32</b>
<b>30</b>	<b>A11</b>	Investigate the opportunity to provide a pedestrian overpass adjacent to the railway bridge and across Burwood Highway to link to Upwey and nearby trails.	<b>25</b>
<b>31</b>	<b>B7</b>	Enhance Talaskia Reserve through this planning process with a focus on improving connections, enhancing its environmental and landscape function, and making it a more useable to adjoining uses and residents through improved facilities.	<b>36</b>
<b>32</b>	<b>C1</b>	Investigate improvements to Quarry Road to provide safe connections to and from Peregrine Heights Reserve (Quarry Park)	<b>10</b>
<b>33</b>	<b>A10</b>	Improve the Ferny Creek trail and connecting on-street shared path with signage, landscaping and clear pedestrian and cyclist's priority at road intersections.	<b>43</b>
<b>34</b>	<b>C6</b>	Utilise landscape treatments and wayfinding to define key roads and help people find their way to key destinations in Upper Ferntree Gully	<b>42</b>
<b>35</b>	<b>D6</b>	Improve landscape treatments and lighting along William Street to help enhance the commercial / residential interface.	<b>31</b>
<b>36</b>	<b>E3</b>	Investigate opportunities to locate community service within the town centre.	<b>24</b>
<b>37</b>	<b>C3</b>	Investigate improvements to Mount View Road to enhance parking and vehicle movements.	<b>33</b>
<b>38</b>	<b>D11</b>	Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to Burwood Highway.	<b>11</b>
<b>39</b>	<b>B6</b>	Provide public art, paving, lighting and furniture within streets and civic spaces in the town centre that expresses Upper Ferntree Gully's unique identity.	<b>17</b>
<b>40</b>	<b>B4</b>	Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.	<b>10</b>
<b>41</b>	<b>B3</b>	Enhance the Ferny Creek trail as a major recreational and environmental corridor that connects residents and visitors to major parks, schools and the town centre	<b>35</b>

<b>Figure 43: Table showing strategies ranked in order of importance when rated 'Important - YES/NO' for Workshop Round 3</b>			<b>Corresponding priority order when strategies ranked by relative importance (High/Medium/Low)</b>
<b>Importance Ranking</b>	<b>Reference</b>	<b>Key Strategic Direction detail</b>	
<b>42</b>	<b>E2</b>	Encourage through the planning scheme amendment medium density housing and shop top within the town centre, to enhance activity and provide housing diversity.	<b>44</b>
<b>43</b>	<b>A8</b>	Advocate for bicycle infrastructure at key destinations.	<b>39</b>
<b>44</b>	<b>A4</b>	Consider the provision of fitness and exercise stations at key locations along Ferny Creek trail to encourage an active and healthy lifestyle.	<b>45</b>
<b>45</b>	<b>B2</b>	Encourage properties abutting the Ferny Creek trail to address the creek with uses that enhance passive surveillance	<b>41</b>

The table in Figure 43 highlights that the 6 highest priority strategies for Workshop Round 3 participants were:

- C8 - Advocate for the Angliss Hospital to determine car parking needs and develop a strategy for future provision that minimises impacts on surrounding residents.
- C5 - Advocate for VicRoads and Parks Victoria to manage parking along Mount Dandenong Tourist Road to enhance safety for pedestrians, cyclists and motorists.
- A9 - Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.
- D10 - Advocate for VicTrack and VicRoads to enhance the railway bridge as a 'gateway' to celebrate Upper Ferntree Gully.
- C7 - Advocate for VicRoads to enhance the intersection of Old Belgrave Road and Rollings Road to provide clear and simple traffic movements.
- C6 - Advocate for Tourism Victoria to promote alternative access to 1000 Steps and consider improvements to the Belgrave-Ringwood Rail Trail to enhance the journey.



## 6.4 Chronology of findings - Findings for Workshop Round 4

As stated in section 5. *Overall Findings* above the community engagement process culminated in a prioritised list of 27 suggested strategies / potential key directions. To develop these Council project staff and Tract Consultants considered the rankings from the High, Medium and Low Importance table (from Workshop Round 3) to see what community participants had rated as important for the future of Upper Gully.

Those strategies that were considered of High Importance by 10 or more participants were separated out. These were reviewed to see where further testing / community input might be required. From this, a list of 12 strategies was determined as being suitable for further testing / community input as per the table below (Figure 44).

<b>Pedestrian / Cycle Access around Train Station</b>	<b>A1</b>	Advocate for VicTrack to enhance the station. Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.
<b>Pedestrian Amenity</b>	<b>A9</b>	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.
<b>Rose Street Shared Space Opportunity</b>	<b>B4</b>	Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.
<b>William Street Park Opportunity</b>	<b>B5</b>	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.
<b>Mount View Road Scenario</b>	<b>C3</b>	Investigate improvement opportunities for Mount View Road to enhance parking and vehicle movements.
<b>Maxi Foods Entrance from Burwood Highway</b>	<b>C4</b>	Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from Burwood Highway.
<b>Rollings Road / Old Belgrave Road Scenario</b>	<b>C6</b>	Work with VicRoads to enhance entrance intersections of Old Belgrave Road and Rollings Road to provide clear traffic movements.
<b>Information Centre Improvements</b>	<b>D1</b>	Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.
<b>Train Station Amenity</b>	<b>D2</b>	Advocate for VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.
<b>Built Form – Height Scenarios</b>	<b>D3</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.
<b>Built Form – Frontages and Setbacks</b>	<b>D4</b>	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind.
<b>Built Form – Height Scenarios</b>	<b>D5</b>	Encourage a high architectural standard for future buildings that respond to the local setting.

Figure 44: Table of 12 proposed strategies for further concept testing during Workshop Round 4.

It should be noted that in resolving the strategies between Workshop Round 3 and Workshop Round 4, strategy C7 ('Advocate for VicRoads to enhance the intersections of Rollings Road and Talaskia Road to provide clear and simple traffic movements' was changed to strategy C6. Tract Consultant's Background Research phase, which included Council Staff discussions also highlighted Mount View Road as being a particular issue, therefore it was determined by the project team that this strategy should also be tested further with the community. Finally strategy D4 was incorporated due to its alignment with the concept and ideas outlined on the 'Built form - frontages and setbacks' sheet. It is understood it was not considered a high importance project by the community

To assist with the presentation of this information back to community participants at Workshop Round 4 Tract prepared a number of storyboards. These provided stimulus for community discussions about the refinements proposed following community feedback at Workshop Round 3. The detail of these is presented on the following pages.

Figure 45: Storyboard showing refined proposals for pedestrian/cycle access around the train station



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

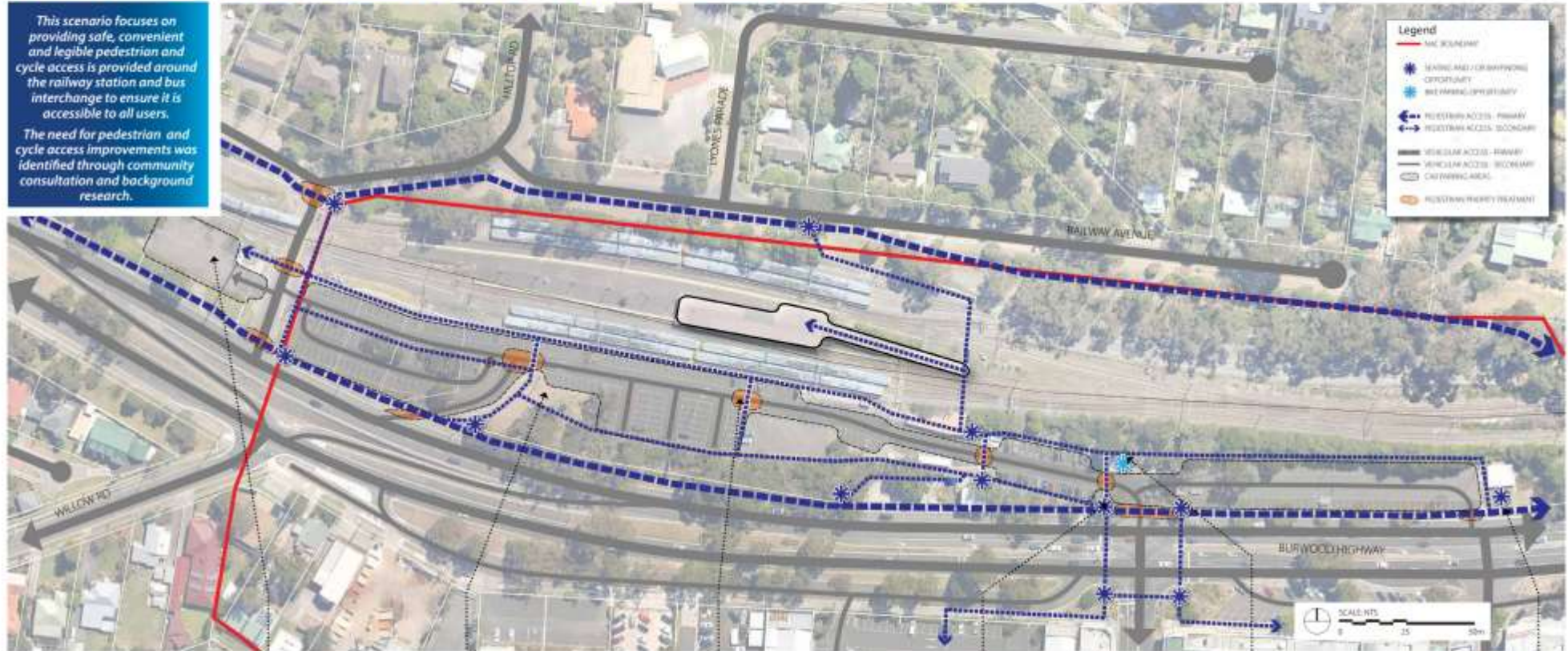
DRAFT FOR DISCUSSION



### PEDESTRIAN / CYCLE ACCESS AROUND TRAIN STATION CONNECTIVITY AND ACCESSIBILITY

This scenario focuses on providing safe, convenient and legible pedestrian and cycle access is provided around the railway station and bus interchange to ensure it is accessible to all users.

The need for pedestrian and cycle access improvements was identified through community consultation and background research.



**STRATEGY A1 -**  
 Advocate for VicTrack to enhance the station, Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.

CITY PLAN THEMES ALIGNMENT

Connect 'missing links' in path network around the train station to provide for logical and direct pedestrian access.

Asphalt car park area to provide all weather access to car park area.



Clear pedestrian crossing points within the train station car park to enhance safety for pedestrians and encourage lower vehicular speeds.



Directional signage at key decision points to help people navigate their way to key destinations within Upper Ferntree Gully.



Safe and convenient bike parking (i.e. a 'Parkitee' or similar) at the train station.



Shared paths will provide links to key destinations within Upper Ferntree Gully.



Figure 46: Storyboard showing refined proposals for pedestrian amenity



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION



### PEDESTRIAN AMENITY CONNECTIVITY AND ACCESSIBILITY

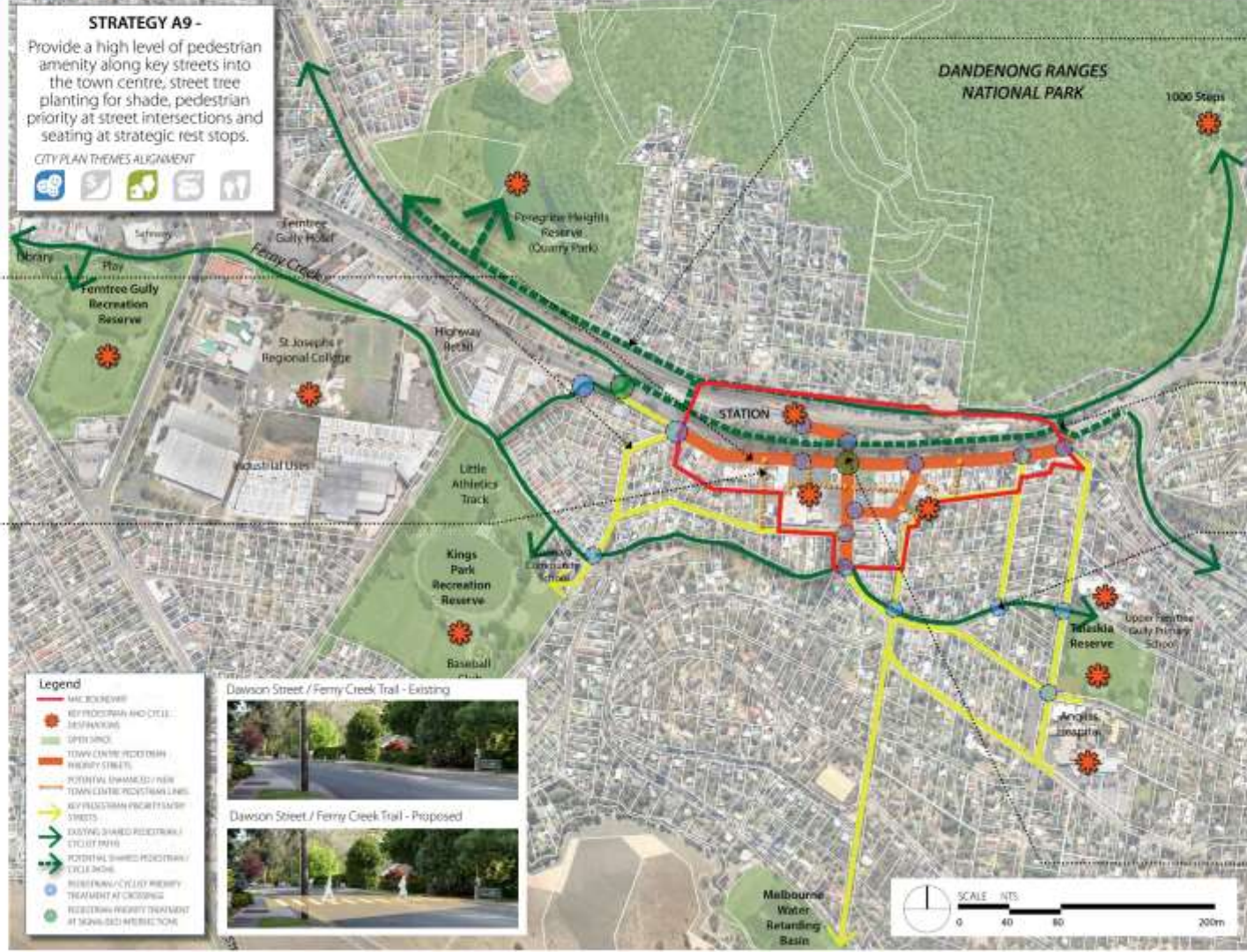
*This scenario focuses on providing high quality and comfortable paths for pedestrians and cyclists to move between key destinations within Upper Ferntree Gully.*

*The need for pedestrian amenity improvements was identified through community consultation and background research.*

Encourage adjoining properties to front onto primary and secondary streets and pedestrian links to provide passive surveillance



Potential to enhance and provide additional pedestrian links throughout the Town Centre. Enhancements may include lighting, seating and directional / wayfinding signage and landscape treatments



Connect 'missing links' to provide an integrated shared path network to key destinations within Upper Ferntree Gully.



Potential to provide shared path overpass across Burwood Highway adjacent to the existing railway bridge. This could also provide a gateway into Upper Ferntree Gully.



Pedestrian / cycle crossing priority at key intersections provided through the use of raised pavement treatments and / or linemarking.

Investigate opportunity to provide pedestrian priority at signalised intersections to reduce pedestrian waiting times.



Figure 47: Storyboard showing refined proposals for Dawson Street



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

3

### DAWSON STREET ENHANCEMENT OPPORTUNITY PUBLIC, COMMUNITY AND OPEN SPACE

This scenario focuses on improving pedestrian amenity along Dawson Street. The need for improving pedestrian amenity along key streets within the town centre, particularly Dawson Street, was identified through community consultation and background research.

Opportunity for future redevelopment of existing car park sites with uses that provide activity onto the adjoining streets.

Potential to reconfigure the hotel car park so that driveway crossovers are minimised and pedestrian priority is provided through the car park.

Street trees within kerb outstands provide a green view along the street.



**STRATEGY A9 -**  
Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.

CITY PLAN THEMES ALIGNMENT

**EXISTING**

Car park is a dominant element of the streetscape

Driveway crossovers diminish the pedestrian environment

No street trees planted within this section of Dawson Street

Existing car parks do not provide for activation of adjoining footpaths



**POTENTIAL**

Street trees within kerb outstands provide a green view along the street

Potential for adjacent sites to activate the street





Figure 48: Storyboard showing refined proposals for Rose Street



# UPPER GULLY PLAN REFINEMENT OF KEY DIRECTIONS DRAFT FOR DISCUSSION

4a

## ROSE STREET SHARED SPACE OPPORTUNITY PUBLIC, COMMUNITY AND OPEN SPACE

This scenario focuses on improving existing public spaces and streets within the town centre and identifying opportunities for new public spaces.

The need for a dedicated public gathering space within the town centre was identified through community consultation and background research.

**STRATEGY B4 -**  
Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.

CITY PLAN THEMES ALIGNMENT

**STRATEGY D11 -**  
Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.

CITY PLAN THEMES ALIGNMENT

Opportunity for future redevelopment of existing car park sites with uses that provide activity onto the adjoining streets.



Upgrade the town centre streetscape to improve walkability, pedestrian priority with cars as 'guests' and access for people with reduced mobility.



Opportunity to create a shared pedestrian / cycle-vehicle space along Rose Street allowing for greater pedestrian priority and wider outdoor dining spaces. Potential for temporary closure of the street for events.



Figure 49: Storyboard showing refined proposals for Rose St



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

4b

### ROSE STREET SHARED SPACE OPPORTUNITY

PUBLIC, COMMUNITY AND OPEN SPACE



**EXISTING**  
Narrow footpaths limit outdoor dining opportunities

Large amount of road pavement for a one-way road

No street trees planted within Rose Street

Adjacent properties do not activate the street space

**STRATEGY B4 -**  
Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.

CITY PLAN THEMES ALIGNMENT

**STRATEGY D11 -**  
Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.

CITY PLAN THEMES ALIGNMENT



**POTENTIAL**

Outdoor dining opportunities created

Bollards to provide safe separation to outdoor dining

Central section of the road is shared for pedestrian / cyclist and vehicle access with potential to close to vehicles for public events

Street trees provide a green view along the street

Opportunities for adjoining sites to redevelop and address Rose Street

Figure 50: Storyboard showing refined proposals for William Street



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

5

### WILLIAM STREET PARK OPPORTUNITY PUBLIC, COMMUNITY AND OPEN SPACE

This scenario focuses on identifying opportunities for a new public space (green) and for play within the town centre. The need for a green public space within the town centre and places for children and the youth was identified through community consultation and background research.

**STRATEGY B5 -**  
Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.

CITY PLAN THEMES ALIGNMENT



**WHICH SCENARIO DO YOU PREFER?**

**SCENARIO 01**  
Close a section of William Street to provide continuous and safe open space for a 'town park'. Allow vehicle access to properties and emergency access only through 'town park'. Access to be controlled via removable bollards.

**OR**

**SCENARIO 02**  
Retain vehicular access through space to provide continuous access along William Street. This will reduce space available for 'town park'.



Opportunity for new town park providing a local green space within the town centre with play facilities.

Encourage adjoining properties to front onto the park to provide passive surveillance

Provide pedestrian link with clear sightlines through to the park



Figure 51: Storyboard showing refined proposals for Mount View Road



# UPPER GULLY PLAN REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

6

## MOUNT VIEW ROAD SCENARIO

### PARKING, ROADS AND TRAFFIC

These scenarios focus on potential changes to Mount View Road to provide improved east west vehicle access across Upper Ferntree Gully and better manage car parking in the street.

Improved east west access along Mount View Road was identified as key issue in community consultation.

#### STRATEGY C3 -

Investigate improvement opportunities for Mount View Road to enhance parking and vehicle movements.

CITY PLAN THEMES ALIGNMENT



#### EXISTING - PARALLEL PARKING AND ONE WAY STREET



Existing Cross Section



Potential Indented Parking



#### SCENARIO - INDENTED CAR PARKING AND TWO-WAY STREET





Figure 52: Storyboard showing refined proposals for Maxi Foods entrance from Burwood Highway



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION



### MAXI FOODS ENTRANCE FROM BURWOOD HIGHWAY PARKING, ROADS AND TRAFFIC

This scenario provides for the reconfiguration of the service road space around the entrance of Maxi Foods car park. It will enable greater pedestrian and motorist safety. This area was identified as being unsafe for pedestrians and motorists through community consultation and background research.

Provide pedestrian priority at new vehicle entrance into Maxi-foods with raised threshold paving



Opportunity to work with Maxi-foods to provide for greater pedestrian priority from the Burwood Highway footpath to the entrance of the shopping complex



Service lane vehicle entry located further west to enable safe entrance into the Maxi-foods car park and reduce pedestrian / vehicle conflicts (i.e. Provides pedestrians attempting to cross the vehicular entry a clearer view of approaching cars).

New public space created in front of shops with opportunities for seating area / landscaping and outdoor dining.

Opportunity for tree planting within the Maxi-Foods car park to soften the visual impact of the large expanse of asphalt.



Figure 53: Storyboard showing refined proposals for Rollings Rd



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION



### ROLLINGS ROAD / OLD BELGRAVE ROAD SCENARIO PARKING, ROADS AND TRAFFIC

This scenario explores the opportunity to simplify the Rollings Road / Old Belgrave Road / Burwood Highway intersection so that vehicle and pedestrian movements are clearly defined and safer. This intersection was identified as being unsafe through background research and community consultation.

Opportunity for new public space with landscaping / seating and outdoor dining at the eastern edge of the town centre



Provide pedestrian priority i.e. raised threshold paving at key street intersections.



Simplify intersection by removing direct entry into the service road from Rollings Road.

Potential public space improvement opportunity



Figure 54: Storyboard showing refined proposals for the Information Centre

**Knox City Council** **UPPER GULLY PLAN**  
**REFINEMENT OF KEY DIRECTIONS**  
 DRAFT FOR DISCUSSION **9**

**INFORMATION CENTRE IMPROVEMENTS** VISUAL AMENITY AND BUILT FORM

This scenario outlines potential improvements to the Visitor's Information Centre and adjoining spaces. Although this land is managed by VicTrack, Council can advocate for its improvement to enhance the tourism role of the centre and Upper Ferntree Gully.

**STRATEGY D1 -**  
 Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.  
 CITY PLAN THEMES ALIGNMENT

Provide direct access from car park to Visitor Information Centre. Disability Discrimination Act compliant access will be provided via the existing station entry from Dawson Street / Burwood Highway.

Provide footpath along the northern edge of the car park.



Remove existing non-Disability Discrimination Act (DDA) compliant ramp and provide additional landscaping and an elevated outdoor deck that reflects the character of the Dandenongs.



Provide pedestrian priority crossing between the station / bus stops and Visitor Information Centre.



Provide a pedestrian plaza space adjacent to the Visitor's Centre and bus stops to create a welcoming environment for people.



Provide pedestrian path along the northern side of the Burwood Highway.

Discourage pedestrian crossing between Information Centre and Maxi Foods.

- Legend**
- WHEELCHAIR ACCESS
  - PEDESTRIAN ACCESS
  - CAR PARKING AREA
  - ORV ACCESS
  - VEGETATION REMOVAL / OPEN SPACE
  - WHEELCHAIR PRIORITY
  - PEDESTRIAN PRIORITY DECKING
  - PEDESTRIAN UNICE
  - ORV ZONE - EXISTING
  - POTENTIAL DECK / PLANTER
  - APPROPRIATELY PLANTED
  - KNOWN LEVEL AREA
  - TREE PLANTED - EXISTING
  - TREE PLANTED - POTENTIAL
  - LANDSCAPE ENHANCEMENT
  - UNIVERSITY
  - CONCRETE - EXISTING

*'A bright future for Upper Ferntree Gully'*



Figure 55: Storyboard showing refined proposals for Train Station Amenity



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

10

### TRAIN STATION AMENITY VISUAL AMENITY AND BUILT FORM





Figure 56: Storyboard showing refined proposals for Built Form – Frontages and Setbacks



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

11

### BUILT FORM - FRONTAGES AND SETBACKS VISUAL AMENITY AND BUILT FORM

#### BUILT FORM PLAN

These scenarios provides an overview of the built form outcomes across the town centre. The plan identifies potential building setbacks and design outcomes. The photo montages depict building height options across the town centre with photos taken from key locations around Upper Ferntree Gully.

Please note - The photomontages are intended to show a maximum building height and envelope and do not depict a preferred built outcome.



Figure 57: Storyboard showing refined proposals for Built Form - Height Scenarios (Visual Amenity)

**UPPER GULLY PLAN**  
**REFINEMENT OF KEY DIRECTIONS**  
 DRAFT FOR DISCUSSION

**12**

**Knox City Council**

**BUILT FORM - HEIGHT SCENARIOS** VISUAL AMENITY AND BUILT FORM

These scenarios provides an overview of the built form outcomes across the town centre. The plan identifies potential building setbacks and design outcomes. The photo montages depict building height options across the town centre with photos taken from key locations around Upper Ferntree Gully.

Please note - The photomontages are intended to show a maximum building height and envelope and do not depict a preferred built outcome.

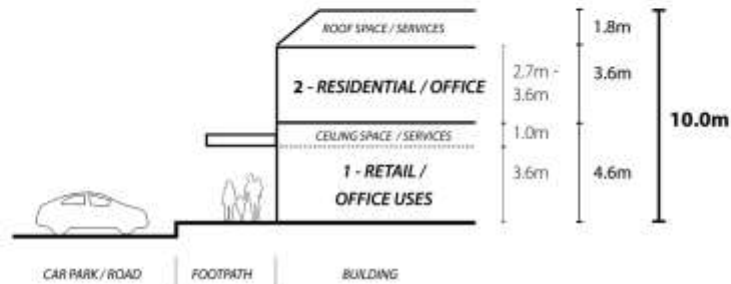
**STRATEGY D3 -**  
 Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.

CITY PLAN THEMES ALIGNMENT

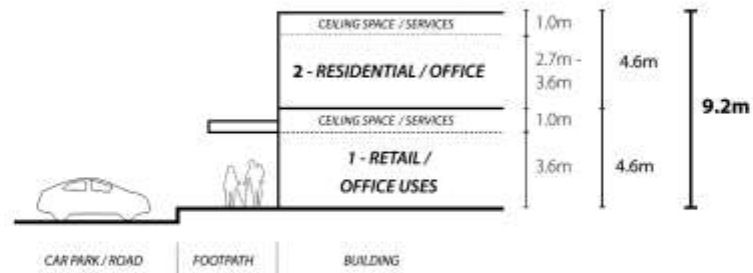
**STRATEGY D5 -**  
 Encourage a high architectural standard for future buildings that respond to the local setting.

CITY PLAN THEMES ALIGNMENT

**SCENARIO 01 - TWO STOREYS WITH A PITCHED ROOF**



**SCENARIO 02 - TWO STOREYS WITH A FLAT ROOF**



**NOTE**

Figure 1 - Indicative building design under interim building height controls of 7.5m

The above figure illustrates the building design that could be achieved under the interim building height controls of 7.5 metres.

Scenarios 01 & 02 propose built form options that allow for a durable, adaptable design that is constructed to a high and attractive standard. These Scenarios provide Council with the discretionary option to allow for higher quality building design features.

Generous ceiling heights will accommodate adaptable design that facilitates either residential, retail or commercial uses over time. The building heights will allow for light to enter the building, improve natural ventilation and minimise heat gain. At the ground level, generous ceiling heights will also improve design entrance, window and interactive opportunities.

**WHICH SCENARIO DO YOU PREFER?**

**SCENARIO 01**  
 Allows for a two storey building to the street with a pitched roof.

**OR**

**SCENARIO 02**  
 Allows for a two storey building to the street with a flat roof.



Figure 58: Storyboard showing refined proposals for Built Form – Height Scenarios (Viewpoint 1 Southwest from Station Car Park)



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

13

### BUILT FORM - HEIGHT SCENARIOS

VISUAL AMENITY AND BUILT FORM

VIEWPOINT 1 - VIEW FROM THE STATION CAR PARK ENTRANCE  
LOOKING SOUTH WEST

VIEWPOINT PLAN



**STRATEGY D3 -**  
Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.

CITY PLAN THEMES ALIGNMENT

**STRATEGY D5 -**  
Encourage a high architectural standard for future buildings that respond to the local setting.

CITY PLAN THEMES ALIGNMENT

EXISTING CONDITIONS



SCENARIO 2 - TWO STOREYS WITH FLAT ROOF



Figure 59: Storyboard showing refined proposals for Built Form - Height Scenarios (Viewpoint 2 South from Station Car Park)



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

14

### BUILT FORM - HEIGHT SCENARIOS

VISUAL AMENITY AND BUILT FORM

VIEWPOINT 2 - VIEW FROM THE STATION CAR PARK LOOKING SOUTH TOWARDS SHOPS

VIEWPOINT PLAN



**STRATEGY D3 -**  
Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.

CITY PLAN THEMES ALIGNMENT

**STRATEGY D5 -**  
Encourage a high architectural standard for future buildings that respond to the local setting.

CITY PLAN THEMES ALIGNMENT

EXISTING CONDITIONS



SCENARIO 2 - TWO STOREYS WITH FLAT ROOF





Figure 60: Storyboard showing refined proposals for Built Form – Height Scenarios (Viewpoint 3 East from Burwood Highway across town centre)



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

15

### BUILT FORM - HEIGHT SCENARIOS

VISUAL AMENITY AND BUILT FORM

**VIEWPOINT 3 - VIEW FROM THE BURWOOD HIGHWAY LOOKING EAST ACROSS THE TOWN CENTRE**

VIEWPOINT PLAN



**STRATEGY D3 -**  
Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.

CITY PLAN THEMES ALIGNMENT

**STRATEGY D5 -**  
Encourage a high architectural standard for future buildings that respond to the local setting.

CITY PLAN THEMES ALIGNMENT

EXISTING CONDITIONS



SCENARIO 2 - TWO STOREYS WITH FLAT ROOF



Figure 61: Storyboard showing refined proposals for Built Form – Height Scenarios (Viewpoint 4 North from Dawson St to Train Station)



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

16

### BUILT FORM - HEIGHT SCENARIOS

VISUAL AMENITY AND BUILT FORM

#### VIEWPOINT 4 - VIEW FROM DAWSON STREET LOOKING NORTH TOWARDS THE STATION

VIEWPOINT PLAN



**STRATEGY D3 -**  
Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.  
CITY PLAN THEMES ALIGNMENT

**STRATEGY D5 -**  
Encourage a high architectural standard for future buildings that respond to the local setting.  
CITY PLAN THEMES ALIGNMENT

EXISTING CONDITIONS



SCENARIO 2 - TWO STOREYS WITH FLAT ROOF



Note - Indicative building along western side of Dawson Street is shown as being built for street edge. There is also the opportunity to set this building back from the street edge to allow for views to the surrounding hills to be maintained.

As outlined in section 4. *Engagement Methodology* above, participants were invited to peruse the storyboards responding to the question, 'Is this how you would like to see Upper Gully in the future?' for the strategy directions depicted on each storyboard. Participants were also invited to make comments about their perspective on each strategy direction.

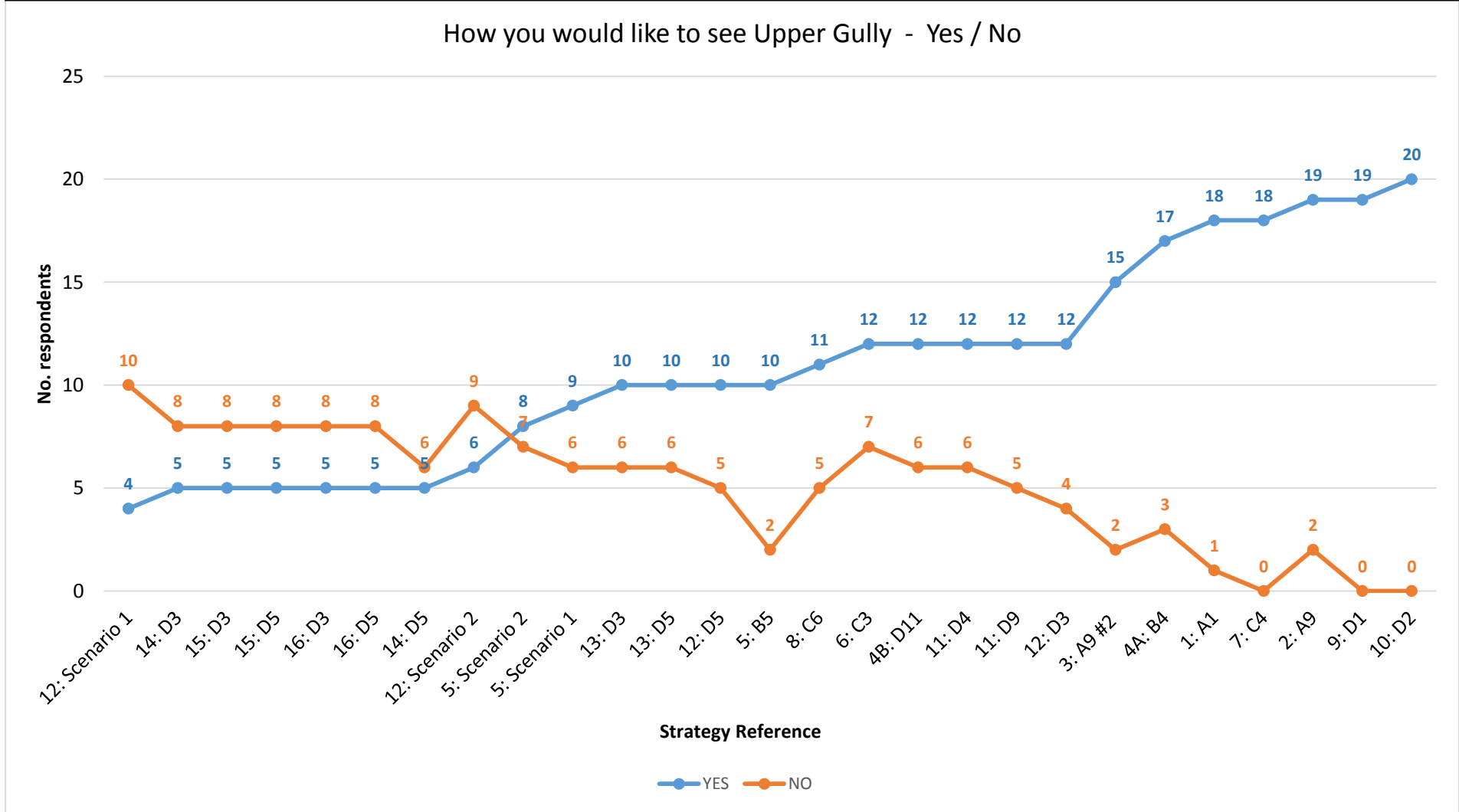
The line graph on the following page (Figure 62) shows how the various strategies were perceived in terms of community aspirations. The graph shows the strategies from least to most in terms of how participants would like to see Upper Gully in the future.

The Top 6 strategies that most reflected how Workshop 4 participants would like to see Upper Gully in the future were:

- D2 - Advocate for VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.
- D1 - Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.
- A9 - Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.
- C4 - Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from Burwood Highway.
- A1 - Advocate for VicTrack to enhance the station. Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.
- B4 - Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.



Figure 62: Line graph showing strategies from least to most important in terms of how Workshop 4 participants would like to see Upper Gully in the future.



**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
1	Train Station Amenity	10:	D2	Advocate for VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.	<ul style="list-style-type: none"> <li>Consider that while this will improve the 'look &amp; feel' that car parking spaces should not be lost in the process</li> <li>Consider the need for regular annual or bi annual clean ups; possibly with the help of volunteer community projects</li> </ul>
2	Information Centre Improvements	9:	D1	Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.	<ul style="list-style-type: none"> <li>Consider balancing the tensions between a design that better reflects the green environment (light green / original colour) and the desire of some to preserve its art deco appeal as is (blue).</li> <li>Consider additional uses to foster community engagement (in a way that promotes public safety – concerns about teenagers congregating at night)</li> <li>Consider additional signage to highlight access to car parking (especially disabled parking bays) and secure bicycle racks</li> </ul>
3	Pedestrian Amenity	2:	A9	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	<ul style="list-style-type: none"> <li>Focus on access across Burwood Highway from train station to town centre – overpass</li> <li>Focus on linkages between destinations: shop / station / hospital</li> </ul>
4	Maxi Foods Entrance from Burwood Highway	7:	C4	Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from Burwood Highway.	<ul style="list-style-type: none"> <li>Consider disallowing the U-turn just prior to the Dawson/ Burwood Highway lights and making the access point to Maxifoods via Dawson Street.</li> <li>Consider closing the first entrance (opposite the U-turn point) to vehicles and turning it into more green space</li> <li>Consider the implications of the proposed new pedestrian access through the carpark - it is directly in line with the train station entrance and will encourage a dangerous 'cut through' across Burwood Highway. This would have been a good place for a pedestrian overpass.</li> </ul>
5	Pedestrian / Cycle Access around Train Station	1:	A1	Advocate for VicTrack to enhance the station. Metro Trains to enhance pedestrian and cycle access around the railway station and bus	<ul style="list-style-type: none"> <li>Focus on linkages between destinations: shops / station / hospital / National Park</li> <li>Focus on linkages to and from the bike path eg behind Mount View Rd</li> <li>Improve way-finding signage – both signs and symbols or lines on the</li> </ul>

**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
				interchange.	<p>ground</p> <ul style="list-style-type: none"> <li>• Provide infrastructure for secure bicycle parking</li> <li>• Advocate for a pedestrian Bridge over the highway</li> </ul>
6	<b>Rose Street Shared Space Opportunity</b>	<b>4A:</b>	<b>B4</b>	Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.	<ul style="list-style-type: none"> <li>• Consider that there are mixed views ranging from full pedestrianisation (to allow for craft &amp; farmers markets to encourage &amp; engage residents to sit and talk) to keeping the north end of Rose Street open to traffic (so that access to other businesses is not lost).</li> <li>• Consider the impact on existing business owners to restructure their method of service to meet 'civic space' purposes</li> <li>• Consider the impact upon Emergency Service vehicle access if streets / lanes are closed</li> <li>• Consider public safety implications (concerns about teenagers congregating at night)</li> </ul>
7	<b>Pedestrian Amenity Dawson Street Enhancement Opportunity</b>	<b>3:</b>	<b>A9 #2</b>	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	<ul style="list-style-type: none"> <li>• Enhance the sense of 'green' by keeping grass nature strips &amp; planting appropriate roadside trees that do not obstruct visibility</li> <li>• Manage the balance between catering for pedestrians and providing car parking for business operators and their clients</li> </ul>
8	<b>Built Form – Height Scenarios</b>	<b>12:</b>	<b>D3</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	<ul style="list-style-type: none"> <li>• Concerns that increased heights will have an impact on peoples' views to the Dandenongs</li> <li>• If there has to be 2 storey - encourage set-backs and keep heights to the interim 7.5 that has already been granted</li> <li>• Consider preference to conform to existing style, maintaining the gentle types of frontages that suit the 'hills' environment and protect the village feel, rather than high rise city type buildings with flat rooves</li> </ul>
9	<b>Built Form – Frontages and</b>	<b>11:</b>	<b>D9</b>	Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the town centre and help with	<ul style="list-style-type: none"> <li>• Recognise that this will be achieved slowly through individual planning permits</li> </ul>



**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
	<b>Setbacks</b>			navigation.	<ul style="list-style-type: none"> <li>Consider promoting a 'UFTG building style' based on existing character</li> </ul>
<b>10</b>	<b>Built Form – Frontages and Setbacks</b>	<b>11:</b>	<b>D4</b>	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind.	<ul style="list-style-type: none"> <li>Consider how to balance mixed views around types and location of car parking</li> <li>Consider a mixture of front and rear parking to protect views and to provide some visible easy accessible parking to encourage people to stop and visit shops</li> <li>Consider 2- 3 level car park at rear with attractive screening</li> </ul>
<b>11</b>	<b>Rose Street Shared Space Opportunity</b>	<b>4B:</b>	<b>D11</b>	Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.	<ul style="list-style-type: none"> <li>Concerns that pedestrian linkages to 'Maxi Plaza' are maintained from Rose Street</li> <li>Manage the balance between catering for pedestrians and providing car parking for business operators and their clients</li> <li>Consider that any restrictions on access to Rose St may disadvantage those disabled groups who already frequent the shops there</li> </ul>
<b>12</b>	<b>Mount View Road Scenario</b>	<b>6:</b>	<b>C3</b>	Investigate improvement opportunities for Mount View Road to enhance parking and vehicle movements.	<ul style="list-style-type: none"> <li>Consider that in the past this was changed from two way to one way (possibly to reduce problems with garbage truck access.)</li> <li>There are mixed views about indenting car parks to widen the street; with suggestions that the south side could better accommodate this</li> <li>Mixed views between one way and two way – with increased traffic being the main concern if it reverts to 2 way</li> <li>Consider reducing the speed limits by installing speed humps &amp; also and introducing parking limits</li> <li>Consider pedestrian access from Dawson Street footpath into Maxifoods &amp; also into centre through the carpark which is dangerous</li> </ul>
<b>13</b>	<b>Rollings Road / Old Belgrave Road Scenario</b>	<b>8:</b>	<b>C6</b>	Work with VicRoads to enhance entrance intersections of Old Belgrave Road and Rollings Road to provide clear traffic movements.	<ul style="list-style-type: none"> <li>Consider the mixed views about impact on local and emergency vehicle traffic</li> <li>Consider resident concerns about local traffic having to enter onto Burwood Highway unnecessarily for what should be local travel ie don't remove access from Rollings Rd left into the service lane as this is safer for locals</li> </ul>

**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
					<ul style="list-style-type: none"> <li>• Consider emergency vehicle access – especially the number of ambulances that use this intersection for access to the Hospital</li> <li>• Consider that the issues continue to where old Belgrave and Talaskia intersect.</li> <li>• Consider: <ul style="list-style-type: none"> <li>○ relocating slip lane and entry to service lane from Burwood highway further west</li> <li>○ not removing the existing entry into Burwood Highway as it will cause congestion on the highway as vehicles try to turn left from it</li> <li>○ single lane open to service lane &amp; close service road access from west bound lane</li> <li>○ a two-way service lane</li> </ul> </li> </ul>
14	<b>William Street Park Opportunity</b>	5:	B5	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.	<ul style="list-style-type: none"> <li>• Consider the public safety and amenity effects of any development on William &amp; Alfred Street residents especially in relation to:</li> <li>• access to properties</li> <li>• the impacts of evening activities (noise / parking / potential anti-social behaviour )</li> </ul>
15	<b>Built Form – Height Scenarios</b>	12:	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	<ul style="list-style-type: none"> <li>• Consider the mixed views about building heights</li> <li>• Consider the expectations being placed on private owners – this needs to be implemented via future planning permits</li> <li>• Consider allowing 3 storeys for the 1812 theatre and surrounds to help future commercial development</li> </ul>
16	<b>Built Form – Height Scenarios</b> <b><u>View point 1</u></b> <b>(Station car park Entrance looking</b>	13:	D5	Encourage a high architectural standard for future buildings that respond to the local setting.	<ul style="list-style-type: none"> <li>• Consider high standard but not high buildings</li> <li>• Design so as to retain the open feel of the area, maintain views and not cause loss of car parking spaces</li> </ul>

**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
	south west)				
17	<b>Built Form – Height Scenarios</b>  <u>View point 1</u> (Station car park Entrance looking south west)	13:	D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	<ul style="list-style-type: none"> <li>• Consider more shops in front of Maxi Plaza car park to improve the look and to encourage more shopping</li> <li>• Consider the expectations being placed on private owners – this needs to be implemented via future planning permits</li> </ul>
18	<b>William Street Park Opportunity</b>	5:	B5	<u>Scenario 1</u>  Close a section of William Street.	<ul style="list-style-type: none"> <li>• Consider the need for business operators to access rear car parking</li> <li>• Consider ability of emergency services vehicles to gain access</li> <li>• Consider the 1812 Theatre having a café at the back for park visitors</li> </ul>
19	<b>William Street Park Opportunity</b>	5:	B5	<u>Scenario 2</u>  Retain Vehicular Access at William Street.	<ul style="list-style-type: none"> <li>• Consider mechanisms for slowing the traffic (speed humps) and for reducing dust</li> <li>• Consider preventing heavy vehicle access</li> <li>• Consider the need for business operators to access rear car parking</li> <li>• Consider ability of emergency services vehicles to gain access</li> </ul>
20	<b>Built Form – Height Scenarios</b>	12:	D3 & D5	<u>Scenario 2</u>  Allows for a two storey building to the street with a flat roof.	<ul style="list-style-type: none"> <li>• Mixed views about allowing 2 more 2 storey buildings</li> <li>• Consider that this form will mean a loss of sense of spaciousness and views to the Dandenongs</li> <li>• Consider the possibility of rooftop gardens as a place to sit with good contemporary design features</li> </ul>
21	<b>Built Form – Height Scenarios</b>  <u>View point 2</u> (Station car park	14:	D3 & D5	<ul style="list-style-type: none"> <li>• Encourage a high architectural standard for future buildings that respond to the local setting.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider the time this will take and the need to work with developers to also meet their needs</li> <li>• Consider keeping buildings as individual structures rather than blocked together as this will preserve existing character, sense of space and views</li> </ul>

**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
	Entrance looking south towards shops)				<ul style="list-style-type: none"> <li>Consider keeping Royal Hotel corner as a focal highpoint &amp; not allowing anything else as high</li> </ul>
22	<b>Built Form – Height Scenarios</b>  <u>View point 4</u> (Dawson Street looking north)	16:	D5	<ul style="list-style-type: none"> <li>Encourage a high architectural standard for future buildings that respond to the local setting.</li> </ul>	<ul style="list-style-type: none"> <li>Consider the time this will take and the need to work with developers to also meet their needs</li> <li>Consider keeping buildings as individual structures rather than blocked together as this will preserve existing character, sense of space and views</li> <li>Consider the importance of setbacks in the design so that it isn't too industrial looking</li> </ul>
23	<b>Built Form – Height Scenarios</b>  <u>View point 4</u> (Dawson Street looking north)	16:	D3	<ul style="list-style-type: none"> <li>Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.</li> </ul>	<ul style="list-style-type: none"> <li>Consider keeping buildings as individual structures rather than blocked together as this will preserve existing character, sense of space and views</li> <li>Consider the importance of setbacks in the design so that it isn't too industrial looking</li> <li>Any development that blocks the current view of the car park would be a positive</li> </ul>
24	<b>Built Form – Height Scenarios</b>  <u>View point 3</u> (Burwood Highway looking east)	15:	D5	<ul style="list-style-type: none"> <li>Encourage a high architectural standard for future buildings that respond to the local setting.</li> </ul>	<ul style="list-style-type: none"> <li>Consider the time this will take and the need to work with developers to also meet their needs</li> <li>Consider keeping buildings as individual structures rather than blocked together as this will preserve existing character, sense of space and views</li> <li>Design should complement the village feel</li> <li>Consider redeveloping with flat rooves and green roof top gardens to soften commercial aspect</li> <li>Consider mandating that rooves are lightweight green for amenity (views from hills and urban heat mitigation)</li> </ul>



**Figure 63: Table of proposed strategies listed from most important to least important based on community feedback from Workshop Round 4**

Ranking	Opportunity Classification	Panel No.	Strategy No.	Strategy summary	Community input about implementation considerations:
25	<b>Built Form – Height Scenarios</b>  <b><u>View point 3</u></b> <b>(Burwood Highway looking east)</b>	15:	D3	<ul style="list-style-type: none"> <li>Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.</li> </ul>	<ul style="list-style-type: none"> <li>Consider the time this will take and the need to work with developers to also meet their needs</li> <li>Consider keeping buildings as individual structures rather than blocked together as this will preserve existing character, sense of space and views</li> <li>Design should complement the village feel</li> <li>Consider redeveloping with flat rooves and green roof top gardens to soften commercial aspect</li> </ul>
26	<b>Built Form – Height Scenarios</b>  <b><u>View point 2</u></b> <b>(Station car park Entrance looking south towards shops)</b>	14:	D3	<ul style="list-style-type: none"> <li>Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.</li> </ul>	<ul style="list-style-type: none"> <li>Consider designs that are not too modern and that promote low key relaxed atmosphere that already exists – ie no new 2 story buildings with flat rooves</li> <li>Consider alternatives to flat top, industrial, box type look and keep to 2 storey 7.5m height maximums</li> <li>Consider green roof top gardens to soften commercial aspect if flat rooves are approved</li> </ul>
27	<b>Built Form – Height Scenarios</b>	12:	D3 & D5	<u>Scenario 1</u>  Allows for a two storey building to the street with a pitched roof.	<ul style="list-style-type: none"> <li>Consider that this form will mean a loss of sense of spaciousness and views to the Dandenongs</li> <li>Consider green natural rooves if these are to go ahead</li> </ul>

At this workshop Tract Consultants also presented preliminary proposals at Panel 17 and 18 for Streetscape Specific Opportunities. These are shown in Panel 17 (Figure 64) and Panel 18 (Figure 65) below.

Figure 64: Storyboard showing refined proposals for the Shopping Centre Streetscape



# UPPER GULLY PLAN

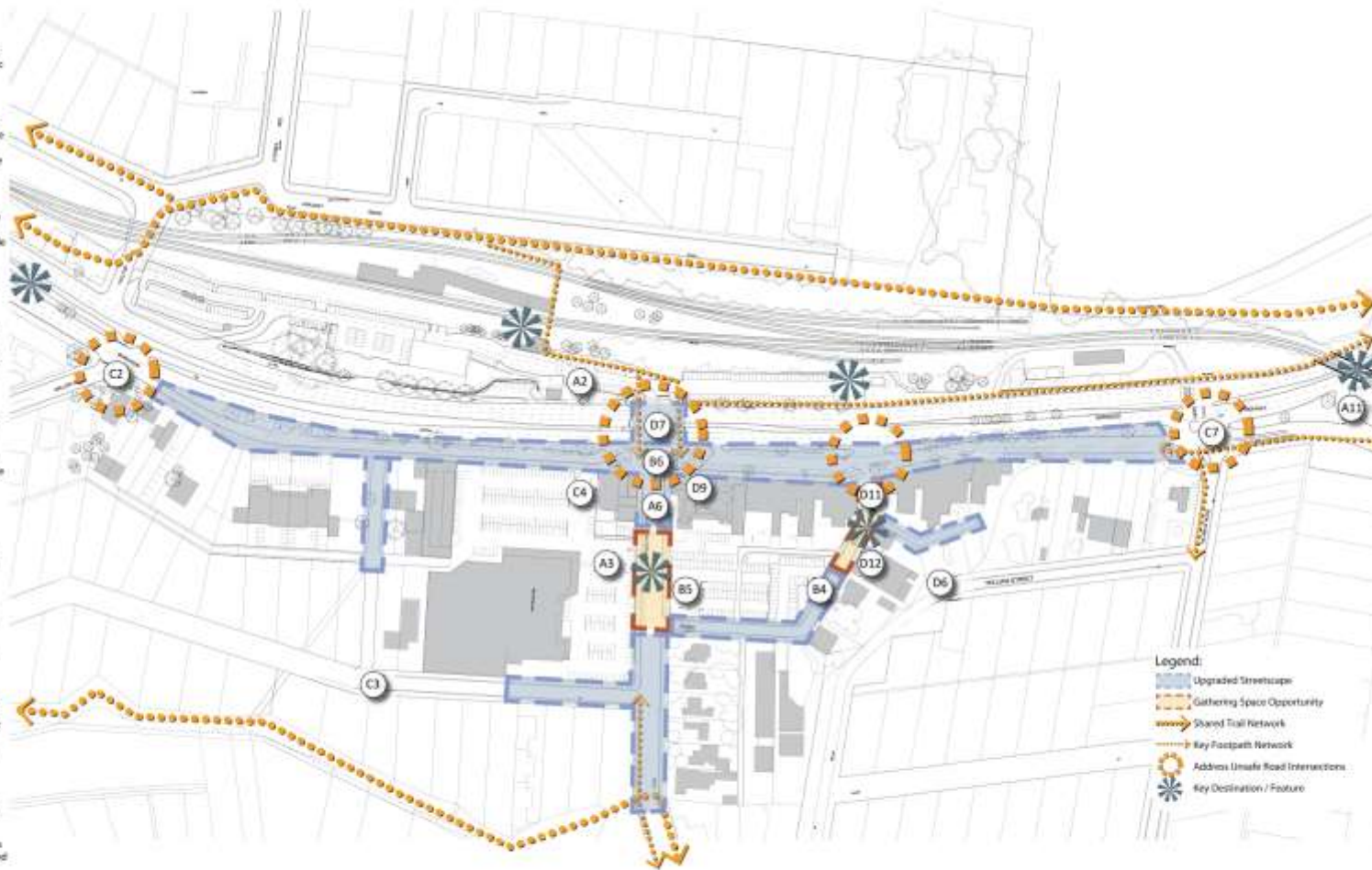
## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

17

### STREETSCAPE SPECIFIC OPPORTUNITIES - NAC

- A2** Advocate for VicRoads to enhance pedestrian connections between the railway station and town centre. Safe and convenient access is provided between community facilities and public transport.
- A3** Coordinate with the Ferris Plaza Shopping Centre to provide prioritised and direct pedestrian access through the car parks. Safe, connected and walkable streets are provided for all.
- A6** Upgrade the town centre streetscape to improve walkability, pedestrian priority with cars as 'guests' and access for people with reduced mobility. Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.
- A9** Improve pedestrian amenity along key streets into the town centre. Provide a range of conveniently located and high quality amenities within the Centre for both visitors and locals.
- A11** Investigate the opportunity to provide a pedestrian overpass adjacent to the railway bridge and across Barwood Highway to link to rail trails. Safe and connected pedestrian and cycle access is provided for all.
- B4** Investigate opportunities to provide a civic space / street within the town centre. A village square / street offers space in the heart of the town for public events and gathering throughout the year.
- B5** Investigate opportunities for play and experiential amenities within the town centre. Upper Gully centre is a family friendly environment for kids of all ages.
- B6** Provide public art, paving, lighting and furniture within streets and civic spaces in the town centre that expresses Upper Ferntree Gully's unique identity. Public art is valued within Upper Gully and reflects themes relevant to the community.
- C2** Advocate to VicRoads to address safety concerns at the intersection of Willow Road and Barwood Highway. The street network provides clear access between residential neighbourhoods and services.



- C3** Investigate options to improve Mount View Road parking and vehicle movements. Parking along Mount View Road does not adversely impact on the amenity of surrounding residents.
- C4** Investigate ways to improve pedestrian and motorist safety at the entrance to Main's car park. The street network provides clear access between residential neighbourhoods and services.
- C7** Advocate for VicRoads to enhance the intersection of Rollings Road and Barwood Highway to provide clear and simple traffic movements. The street network provides clear access between residential neighbourhoods and services.
- D6** Improve landscape treatments and lighting along William Street to help enhance the commercial / residential interface. People are provided with good public amenity where they feel safe to use public spaces and pathways day and night.
- D7** Investigate streetscape improvements at the corner of Dawson Street and Barwood Highway that enhance the connection between the station and the town centre. The station provides reliable and easy public transport connections to the surrounding area.
- D9** Identify prominent locations in the centre and celebrate with high quality buildings or landscape treatments to reinforce the street hierarchy. The street network provides clear access between residential neighbourhoods and services.
- D11** Investigate activation of Rose Street around the 1852 Theatre that could accommodate entertainment and dining uses. Maintain an active arts & culture environment and utilise the 1812 Theatre to be a focus for community interaction and engagement.
- D12** Celebrate historic architecture and valued buildings in the town. Heritage features are retained and celebrated.

**Legend:**

- Upgraded Streetscape
- Gathering Space Opportunity
- Shared Trail Network
- Key Footpath Network
- Address Unsafe Road Intersections
- Key Destination / Feature



Figure 65: Storyboard showing refined proposals for the Shopping Centre



# UPPER GULLY PLAN

## REFINEMENT OF KEY DIRECTIONS

DRAFT FOR DISCUSSION

18

### STREETSCAPE SPECIFIC OPPORTUNITIES - OVERALL



Figure 66: table showing feedback for Shopping Centre Specific proposals

Opportunity Classification	Panel No.	Strategy No.	Community input about implementation considerations:
<b>Streetscape Specific Opportunities – Centre (NAC)</b>	17	Multiple	<ul style="list-style-type: none"> <li>• Not sure if B5 is intended within pub car park</li> <li>• All suggestions good, but not re Angliss Hospital and Upper FTG School/Talaskia Reserve – emergency vehicle access, and adequate car parking imperative.</li> <li>• Also need to explore improved connection from UFTG station with enhancement of current Ventura bus. Possibly a smaller shuttle bus.</li> </ul>
<b>Streetscape Specific Opportunities – Overall</b>	18	Multiple	<ul style="list-style-type: none"> <li>• Angliss currently working a Master Plan which includes traffic management and car parking alternatives. Option of 2nd storey to car park on Albert Street (staff parking) would aid to reduce number of cars in surrounding streets. Footpath (currently gravel) on Hospital side of Albert Street to be made path – constantly being repaired due to rain washing crushed rock away and into storm water drains. Note – approx. 400 people daily walk this pathway potential for injury and claims being made to Council.</li> <li>• Careful - confusing aspirational statements especially re car parking – refer C6 and C8.</li> <li>• C5 – ‘car parking at 1000 steps adequate’ – this is simply not true. Go there on the weekend. It’s madness.</li> <li>• All suggestions good, but not re Angliss Hospital and Upper FTG School/Talaskia Reserve – emergency vehicle access, and adequate car parking imperative.</li> </ul>



# Appendices

## Appendix A - Engagement Plan Overview

What	When	Why
<b>Internal staff briefing and information sharing</b>	5 August 2014	Internal stakeholders to provide data / knowledge etc to input into: <ul style="list-style-type: none"> <li>existing conditions paper</li> <li>development of technical studies</li> </ul>
<b>Community Workshop Round 1</b>	28 August 2014 & 30 August 2014	<b>The Upper Gully Plan</b> – introduction and building our understanding of Upper Gully now & defining what our aspirations might be for the future.
<b>Survey 1</b>	30 August to 30 September	Replicates workshop 1 questions to determine what people value, like and dislike about Upper Gully & what aspirations they have for its future
<b>Community Workshop Round 2</b>	11 September 2014 & 13 September 2014	<b>What we heard at Workshop 1</b> - Exploring what's influencing Upper Gully and what desired changes might the community want to achieve. ( <i>Issues gap analysis</i> )
<b>Community Workshop Round 3</b>	22 October 2014 & 25 October 2014	<b>Testing ideas and proposed key directions</b>
<b>Community Workshop Round 4</b>	8 November 2014 & 13 November 2014	<b>Refining draft directions for the Upper Gully plan</b>
<b>Community Workshop Round 5</b>	7 May 2015 & 9 May 2015	<b>Testing Proposals</b>

## Appendix B1 - Data Set from Workshop 1

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
<b>Healthy Connected Communities-Personal Health &amp; Wellbeing</b>	<b>3</b>
Farmers Market to increase access to locally grown fruit & veg	
Noise levels from Royal Hotel & maxi foods - air conditioning which Council acknowledges does not meet EPA rules - EPA still to respond 2 years later & Council states it is EPA responsibility	
demographics – make sure plans look at community directions with families/aged etc in the area	
<b>Healthy Connected Communities-Healthy Aging</b>	<b>4</b>
Delivery service from supermarkets to homes - this would enable people with injuries etc to continue living in the area.	
swimming pool, hydro pool	
improve access for the elderly and people with disabilities	
ability to stay in own home	
<b>Healthy Connected Communities-Community Connectedness</b>	<b>6</b>
We have been residents for only six years but intend to raise our children here and are invested for a long time.	
To connect people to a community there must be a reason to connect	
Things for kids to do - ie Scouts	
Need a vibrant community building for groups to congregate ie clubs and societies or integrate CFA building more into the community where people can use their rooms / facilities	
I think the community buildings could offer more activities and be opened up more to groups There could be a volunteer group just for UFTG to keep it more community minded	
cycle paths need improving	
<b>Healthy Connected Communities-Early Childhood Development</b>	<b>3</b>
Keep investing in the preschools to attract young families & include other amenities to attract families eg playgrounds, scout halls & sporting facilities	
Maintain kindergarten for the future by better maintenance	
kinder/playgroup, need opportunities, need a health centre, make more accessible, visually inviting	
<b>Healthy Connected Communities-Personal and community safety</b>	<b>1</b>
Kid safe	
<b>Healthy Connected Communities-Personal and community safety-Fires safety zones</b>	<b>4</b>
Fire danger safety zone - we need this in UFTG - what if we can't drive or don't have a car?	
We need a safety evacuation area in case of bushfire, that should be in Upper gully not Boronia or Knox - accessible on foot as well as accessible to cars.	
It is important for mount View Road to be made a two way road so it is available as an evacuation route during a bushfire. On Black Saturday Burwood highway was blocked on both sides & additional ways out were important.	
fire refuge area	
<b>Healthy Connected Communities-Personal and community safety-Lighting</b>	<b>3</b>
It would be good if the bike paths were better lit	
Street lighting needed	
Lighting & Pedestrian access on Old Belgrave Rd	
<b>Healthy Connected Communities-Service Availability - diversity</b>	<b>9</b>
Bring back accessible public phones eg in the hospital, station & bus stop	
Lack of facilities for young families to attract younger residents	
hospital is good for obstetricians but need a good GP with bulk billing	
changes to hard-waste collection from twice yearly to individual choice of time	
swimming pool, hydro pool	
keep hard rubbish collection	
safe & clean public toilets	
no GP or dentist locally	
no delivery of local papers – limited access to them via Maxi's and newsagents, they are important for locals to keep up with relevant issues	
<b>Healthy Connected Communities-Service Availability-Access to facilities</b>	<b>8</b>
Good hospital - nice having it close	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
I disagree that the current Info Centre is in a good, accessible location - perhaps it could be moved closer into the township	
Even though the population is ageing we need to retain facilities for younger populations - school / preschool , playground & sporting clubs etc as it will attract families to live here	
The library could be opened longer hours (not quite Upper Gully I know)	
tourist info centre - rumours that it is moving, should stay in UFTG	
maintain facilities for younger people and young families maintain school & preschool over 10-20 years	
We need a GP in UFH - we have specialists and emergency hospital only - FG medical centre doesn't accept new patients	
Family friendly - please maintain family friendly facilities into the future	
<b>Healthy Connected Communities-Lifelong Learning</b>	<b>1</b>
We really need a local services - educational opportunities further than early years	
<b>Healthy Connected Communities-Education opportunities</b>	<b>2</b>
Provision of a high school - education opportunities for teenagers	
education – primary school is small(limited curriculum/program/friendship opportunities), need a high school	
<b>Prosperous Advancing Economy-Economic activity promotion</b>	<b>14</b>
Make UFTG historically relevant to encourage tourism	
Market only runs one day now	
UFTG market on weekends	
Would be great if the market could be developed - especially on a Sunday	
The market in the station car park is fantastic but sporadic - some weekends there are 20 stalls, other days there are three	
tourism – 1000 steps access, train access is popular,	
Farmers' Market?	
do we need a traders association?	
attract tourist dollars	
UFTG market – is getting smaller, needs new stall holders, once monthly like Emerald?	
UFTG has a good history & strong influence in tourism - I would like to see the area in preparation for the years ahead by concentrating in tourism	
Please can you make the upper Ferntree gully market more successful , it could and should be a wonderful, like Panton hills market, or red hill market ,please make this cheaper for stall holders , and less rules , I think it used to be handmade or arts and crafts only , obviously this is not working Tourists do stop to walk at the market but not if there is only 4-5 stalls , make it more interesting like Knox festival which is done very well. Please encourage more stall holders and customers the market. I do not have a stall at the market, and never have had a stall there, but I am a local and would like to see the market improved and more popular.	
The tourist information centre is in a stupid location by the time tourists see it they have passed it	
The Royal should have live jazz Sundays on the veranda like the grand Healesville creating atmosphere and interest for people.	
<b>Prosperous Advancing Economy-Employment</b>	<b>1</b>
employment, productive activity – not as to anything other than what it currently does eg service local community	
<b>Prosperous Advancing Economy-Employment-Youth employment opportunities</b>	<b>2</b>
Employ local kids in Council works especially footpaths, pedestrian access - give them jobs making something useful & permanent. Council to provide apprenticeships for local school-leavers not 'local' industry other than service economy - employ local kids, lots needs to be done eg apprentices	
<b>Prosperous Advancing Economy-Diversity of land uses</b>	<b>3</b>
Restaurant / Cafe strip along Burwood Highway with low rise apartments above.	
40 – 50 yrs time: car-yards, medium density housing	
we have enough car yards	
<b>Prosperous Advancing Economy-Increase Business Diversity</b>	<b>6</b>
At the moment we drive to other suburbs to access medical (GP), childcare and retail apart from essentials Chocolate Shop) - especially the Royal More focus on attracting tourists	
nothing open after 5.00pm to eat meals , to encourage this build tourism(not really a destination, is a gateway	



<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
really)	
encourage tourism/recreation to the area without sufficient infrastructure support - what about other areas of the National Park, not just the 1000 steps should be used	
local shops/local business owners - increase in cafes	
strip shopping as opposed to large Knox City complex	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Open Space</b>	<b>24</b>
I like places to walk on the flat Kings Park	
Develop some parkland area - similar to an arboretum but smaller	
Develop community parkland	
A community garden or food forest	
Love King Park	
Green outdoor spaces	
Develop better connection to National Park - Heritage Walk connection	
Not enough playgrounds	
Connection to forests & National Park	
Keep Kings Park - it is a wonderful space	
I worry about the new denser population system where more people are squeezed in but no parks or green space are provided by the developer eg the Old Technical School site with nearly 90 houses (from aerial photos it is nearly roof to roof)	
maintain greenery	
European trees buffer against bushfire re forest/living zone fire retard	
green spaces	
feeling of space	
Kings Park	
Vet's garden?	
enhanced outdoor spaces	
1000 steps – overused by trainers, locals feel unable to use area, particularly on weekends	
Use quarry for recreational uses - canoeing/paddle boats / coffee shops. Joint residential & commercial.	
Vision - develop the quarry into a community gathering zone that is family friendly	
Community garden eg St Kilda	
Preserve Open Spaces! Retain rural / semi-rural character - add more trees & keep the area beautiful. Thank you.	
I took my 9 week old baby on a stroll yesterday. We passed the creek on the bend of Burwood Hwy and the tourist rd. It's full of weeds and could be developed into a more natural space for wildlife. I'm happy to help with this. Maybe a Friends of UFTG group?	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Housing diversity</b>	<b>8</b>
The scale of the built environment is great now - it would be sad to overwhelm the suburbs with excessive height	
lifestyle – increased population in village could be OK, would drive more variety and opportunities, but pedestrian access must be improved	
lack of residential housing, architecturally designed housing near station would enhance	
maintain neighbourhood character – identify what makes local area appealing – older houses, low density, historic areas	
affordable housing, big blocks	
shop top houses	
No apartments	
support & encouragement of sustainable design	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Housing density</b>	<b>15</b>
No Westfields & no high rises!!	
Concern that unit development & housing density seems to be increasing	
A bit worried about high density development in Rose street, traffic down one way street especially when theatre is on	
Keep density low	
Not against medium density	
Maintain the ambience, low density population	
You can see loss of greenery, multi-unit development beginning to creep in - the Council need to do more to	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
control this.	
Need to have mix of open space and apartment development - apartments should be capped at 3 storeys and should have good eye appeal - not just boxes	
not be overdeveloped like Ferntree Gully, foothills policy to be upheld	
low density living	
no high-rise development no car yards no blocks of flats retain village feel	
maintain neighbourhood character – identify what makes local area appealing – older houses, low density, historic areas	
opening up any land available for residential use – to help maintain low density	
keep minimum size of blocks reasonable, not tiny blocks	
higher density leads to traffic congestion, more people accessing same amount of amenities	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Housing diversity &amp; affordability-Housing affordability</b>	<b>1</b>
Affordable housing on big blocks	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Transport Accessibility-Access to Public Transport</b>	<b>9</b>
Good public transport from city but close to train so city is accessible	
Ample public transport	
I like transport access to Melbourne	
The bus route is also very important	
Keep our bike tracks and our buses	
double train line – from FTG onwards to Belgrave	
public transport support	
New train station	
Public transport should be enhanced / encouraged and increased car parking BUT NOT BIG FLAT DESOLATE AREAS detracting from the area's aesthetics.	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Transport Accessibility-Traffic congestion</b>	<b>7</b>
Burwood Highway traffic concerns	
The turning lane into Maxifoods / Dawson St is a huge problem during peak hour as cars end up waiting in the 'fast' lane behind cars turning in to Maxi	
Peak hour traffic	
Peak hour traffic	
Lack of vehicle congestion	
lack of congestion in areas away from Upper Burwood Hwy	
peak hour traffic	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Transport Accessibility-PT connectivity</b>	<b>1</b>
There is no easy access to major employers in the Eastern suburbs and educational providers eg Monash University - you have to catch 2 buses or a train and a bus to get to Monash	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Transport Accessibility-PT amenities</b>	<b>4</b>
We need bus shelters on Dawson Street	
We have no covered bus shelters besides the train station and the maxi lights	
Sheltered bus stops throughout streets / bus route	
more bike lockers at train station	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Water</b>	<b>2</b>
maintenance of fire hydrants is a problem	
levy alongside church cause flooding in heavy storms water coming off Burwood Hwy in heavy rain causes issues on Willow & others	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Waste management</b>	<b>1</b>
Keep the hard rubbish collection so rubbish doesn't get dumped	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Parking - Challenge</b>	<b>30</b>
The car parking is a disgrace especially around the hospital.	
Railway patrons parking in Railway Avenue is dreadful - they need more parking.	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
I would like to see a greater amount of parking for the 1000 Steps.	
1000 steps is great but parking is an issue	
Car parking restrictions forcing train travellers to park some distance from the station - do we push for a multistorey, all-day carpark beside the station?	
Parking problems - related to the hospital, the station and the market primarily. We have street signs re the hospital parking that are ugly The medical centre 'houses' are contributing to problems with cars parking on Dawson Street.	
Lack of parking - both hospital and train station which bring 'out of towners' into the area that monopolise the area & cause congestion	
Biggest issue is the hospital and its parking - hospital traffic can make residential roads (Dawson St / Rollings St / Albert Ave) dangerous.	
We need to stop hospital cars from parking along residential roads - ie Rollings Road becomes a nightmare.	
No hospital parking	
1000 steps parking is bad	
Congestion around the 1000 steps	
Parking at Railway Station Carpark & Hospital forces parking into residential areas	
Better parking around hospital and school	
Too many cars in the 1000 steps carpark	
Parking around the hospital & 1000 steps is a big issue	
Carparking at 1000 steps & hospital is bad	
Changes - increase parking it is dangerous near the hospital & the 1000 steps	
Parking at train / hospital not so great	
parking in Railway Ave is a problem, restrict it, parking pass for residents to overstay parking time limits conflict between pedestrians & cars, station to Maxi critical	
hospital should have more of its own parking	
encourage parking at station for 1000 steps access on weekend so that visitors walk through the town area and are safer	
station – need more car parking, multi-story not attractive	
review hospital parking	
shortage of parking at station & hospital	
1000 steps parking hospital parking parking issues near hospital	
popularity of 1000 steps – issues pf parking, fire/emergency access	
parking at the station	
transport – train is good but insufficient parking, buses not frequent enough, connections limited	
parking – station , hospital & school	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Footpaths - Challenge</b>	<b>15</b>
A foot path! UFTG SC - there is plenty of parking but no footpath - some of the paths are made so cheap with loose stone and gravel.	
Lack of footpaths	
We love living in the hills but obviously the terrain is steep - so no paths for walking	
Lack of footpaths	
Footpath in Albert Street - round about in Albert Street & Talaskia Rd intersection	
Poor footpaths	
Infrastructure to support connectivity eg adequate & appropriately maintained footpaths	
We have requested adequate ongoing maintenance and upgrade for Albert Street footpaths over the years but have never received a response as to where they fit into Asset management plans or other strategic initiatives.	
Footpath an north side of Burwood Highway not in good condition	
safe footpaths within streetscape for residents	
people cross Burwood Hwy all over the road, don't use crossing/footbridge!	
footpath along Burwood Hwy, north side to railway station uneven & bad condition, drainage issue when rains	
uneven paths, paths only on one side of the road	
no footpaths in Albert St to hospital, very dangerous, people walk on road, people with disabilities/using	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
wheelchairs, very poor access	
footpaths	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Footpaths - Opportunity</b>	<b>11</b>
Proper footpath above Hospital, Staff carpark & Old Belgrave Road.	
A footbridge alongside the railway bridge to connect the market to the shops and a gateway / walking bridge to the 1000 Steps.	
A footpath along Quarry Road would be good too.	
Have a footbridge alongside the rail bridge	
Greater walkability	
Footpaths to walk between the houses towards the shopping centre and train with lights & handrails beside the steps	
Footpath from station needs resurfacing	
Pathway enhanced Market area - this is a carpark during the week - improve this space & clean it up	
Footpath or designated Walking in Car park from Burwood highway to Maxis	
I would like to see the footpaths improved - a good network established with easy access to station shops school hospital etc	
Footpath maintenance	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Parking - Opportunity</b>	<b>14</b>
Would like parking restrictions on weekends (sports days parking all day both sides)	
Car yards could move further down and that area could be a carpark for the 1000steps linked by a walking bridge.	
Remove caryards and provide car parking for 1000 steps	
Improve parking around hospital / train station	
Parking outside shops along Burwood Highway	
Consideration to high rise parking for Hospital staff therefore relieving residential streets	
1000 steps car park & parking on Tourist rd at weekends is ridiculous - should charge for parking & make money for Parks Vic	
More parking for train	
close car yards with one way spikes & convert to parking area for tourists to access 1000 steps	
1000 steps parking issues	
realise potential of station car-park as activity space & parking	
changes to parking laws in streets around hospital – 2 hr limit	
2-3 storey carpark on existing carpark area opposite hospital for hospital staff / sports people?	
Access & Connections - Car Parking - carpark on roof of plaza with access from Burwood hwy - move market & free access space eg pop up Drive in	
Under cover / underground level parking would improve landscape appearance - with utilisation of above area as play areas, shops etc.	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Amenity - improve cleanliness</b>	<b>9</b>
Remove overhanging bushes and trees	
Litter - Tecoma McDonalds	
Keep UFTG clean and peaceful but improve its traffic management & make its shopping district attractive to visitors	
Paint fumes from panel beater chimney shutes across Mount View Rd	
Rubbish removal needed around station & station entry	
Improve the area around the station	
Area needs a clean-up - outside information centre / car park at back of shops & area near rail crossing	
UFTG kinder is badly maintained, graffiti, garden messy no regular pruning, pathways overgrown	
more regular cleaning of footpaths	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Public space - opportunity</b>	<b>10</b>
Make Quarry Road reserve more usable - pretty useless at the moment - especially given that it is a flat space.	
Suggest link with Yarra Ranges Shire & VicRail and use the bridge as an icon via murals eg 1 side Suggesting entry to Yarra Ranges & 1 side suggesting entry to Knox Council	
band function area, top of Royal Hotel	
playgrounds, public squares, gardens, car-parks	
1812 area in Rose St etc could be pedestrian centre of town	
no central playground, play space	



<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
no indoor recreation facilities	
Topography is difficult to navigate, steep, access for pedestrians. Kings is a little too far, flat place to play/meet – ‘Town Square’, playground – fix Talaskia Res, move play opposite?	
a community hall in the area	
would love to see environmental theme – green spaces, outdoor eating, vibrant, not just a throughway to somewhere else	
more seating along bike track & streets(help for older residents Willobrooke)	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Heritage considerations</b>	<b>14</b>
Empathy and sympathetic development to the heritage	
Recognise that there are beautiful buildings in the area, that the area has heritage and soul - it would be just awful to use this to turn it into Boronia or Bayswater - there is beauty here - tread lightly	
Too much housing density - Insufficient regard for heritage	
Promote historical relevance of UFTG of interest to the tourism industry eg Puffing Billy used to run from UFTG	
Please protect heritage building eg The Royal hotel, The Visitor info Centre & Pinnacle Cafe	
Assistance for owners of old houses with heritage value to maintain / repair the facades to retain the look of the streetscape	
Retain character	
Preserve and maintain the Pinnacles Tea Room building (Tourist Info Centre) - because of its heritage values	
heritage – pubs, blue box (tourist info), shire office, Ambleside?	
heritage preservation of existing buildings, clear status	
art deco on the pub	
retain/restore character	
heritage boards around the town explaining the history of the area	
preserve & maintain heritage buildings – Pinnacle Tea Rooms(info centre), Royal Hotel, Coonara	
historic buildings – Pinnock Tea Rooms(now the information centre, Royal Hotel)	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Roads</b>	<b>26</b>
Seal Quarry Road - it is dangerous. It needs raised pavements or other traffic management measures to slow through traffic down.	
Close the shoulder along the Tourist Road	
It is important for mount View Road to be made a two way road so it is available as an evacuation route during a bushfire. On Black Saturday Burwood highway was blocked on both sides & additional ways out were important.	
Pave the roads with drains, footpaths and lights	
Make Mount View Road 2-way	
Car turning issues into Dawson Street - maybe close Maxi entrance & enter off Dawson Street	
Burwood Highway traffic at peak hour	
Easy access for business ie service roads	
Intersection Talaskia & Burwood Hwy Service Lane not great	
Seal Quarry Road - it is like driving in a third world country going to Ferntree gully.	
Disconnected by Highway	
The structure of the road from Burwood Highway to Willow Rd is bad. Night work is also causing from the inclusion areas	
Intersection of Willow Road & Burwood highway - recent changes to road are terrible & dangerous	
The speed humps in Willow Road are too high - especially the one near Coonara House	
Mountain View Lane - not enough spaces in which pass / allow traffic to process as it is very narrow	
I can't believe so much money was spent by Council on Willow Rd / Burwood Highway realigning when it wasn't needed - sorry I heard tonight that it was a State Government effort but Council should have told us!	
Traffic along Burwood Highway	
think Talaskia Road currently works very well	
Quarry Rd could be developed long term as a ‘link’ between UG and FTG with recreation and services such as tea rooms	
unsealed road past quarry, if sealed would ease traffic on Burwood Hwy	
service road entry, place sensor pads further back along Burwood Hwy	
emergency access roads to hospital	
review entry to Willow Rd (see notes for diagram)	
traffic controls need tuning	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
restructure of road between Burwood Hwy/Willow, incredibly poor /dangerous	
Willow Road - Burwood Highway road improvement needed - it is dangerous - it is worse that it was before ( x4)	
Service Road from Maxi to Willow Rd - need entry without going onto Burwood Highway - possibly left turn only	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Tree preservation</b>	<b>9</b>
Protect the old trees to keep the area green	
Willow tree pruning at Kindergarten at Talaskia	
Losing many historic trees	
More ferns	
saplings planted around Willow Rd a few years ago	
trees need trimming	
overgrowth/maintenance of trees is a problem	
relaxation of laws regarding trees, flexibility perhaps on a case-by-case basis (for locals, not developers!)	
Trees are a fire hazard so although I love them I'm not in favour of more when gumtrees age or become dangerous they should be replaced (or not replaced at all) by trees that do better in fires - gums explode in fires.	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Amenity - improve visual aesthetic</b>	<b>36</b>
Railway Bridge is ugly - needs to be changed	
Domestic tree removal has allowed more street lighting pollution	
Town Planning Streetscape issues	
Stop the reduction of green trees as this exposes light and night & exposes buildings visually from a distance	
Short-sighted attitudes to undergrounding power lines	
Buildings should enable mountain views	
The shopping Centre needs to be freshened up - the back of the Royal is unappealing as is the sitting space in the Maxifoods Car park	
Too many car yards	
Car Yards (retail) waste valuable usable areas and are visually detracting from the streetscape	
Graffiti - ugly and detracts from area	
Graffiti	
Improve the area around the station	
The train station underpass - a coat of paint doesn't hide that it is ugly - needs landscaping around station	
Pull down the big rusty advertising board by the station car park	
The Royal is an ugly building and horrible inside	
Only the internal spaces are OK - outdoor activity, more vegetation & enviro theme	
Ugly Billboard	
Anything that destroys the views of the hills from the centre of upper gully will destroy the feel of the place	
A facelift	
Grey industries area	
Growth in the industrial area	
Caryard mixed in street / garden Centre & Panel beaters - not great	
street lights facing downwards(light pollution is an issue)	
old billboard near tourist office is ugly	
UFTG kinder is badly maintained, graffiti, garden messy no regular pruning, pathways overgrown	
information centre – make it an attractive, a drawcard	
Royal Hotel façade	
improve kinder façade	
updated architecture	
street art	
landscape design for railway approach including platforms	
car yards unattractive	
dilapidated bill boards	
Royal is a bit of an eyesore	
Reduce graffiti - catching 'artists', repainting & cleaning off quickly	
Gateway to the foothills entry must be maintained / improved	
Work with VicTrack / Metro to enhance both sides of Railway line - appropriate 'native' plants, small to reduce fire risks but enhance atmosphere for rail users / tourists - FTG - Belgrave.	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Height controls</b>	<b>6</b>
Clean village type small village with no highrise	
Lived here since 1968 - no highrise as drainage is poor for that.	
No overdevelopment with apartments and intensive units	
No dwellings over 2 levels	
No highrise	
Dislike dual occupancy or high density accommodation	
No Westfields & no high rises!!	
maintain height & density restrictions on developments	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Preserve existing natural form - hills, trees and green space</b>	<b>5</b>
I would like it to be preserved the way it is: surrounded by hills and trees and lots of green space as that is what I really like about this area.	
Keep it green	
Keep the relaxed open feel	
Retain greenery	
UFTG in the future should be what it is now - green, spacious and LOW development	
10/20/30 years: largely the same, that's why we live here trees – more trees	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Signage</b>	<b>12</b>
Smarter Upper Gully sign - it's very old & rusty	
Install history / story boards to encourage tourists to learn about UFTG while walking through the National park	
Better signage to all facilities ie toilets, station	
Improve business signage at Old Belgrave Rd & Burwood Highway	
1812 theatre, signage C/O highway	
bike path signage – linkages from one section to another not clear	
signage controls	
signs at station directing to National Park	
upgrade UFTG signage	
better signage for shops especially from train station(pointer signs)	
ugly signage	
street signs could be clearer for locals, not just tourists, some should be more visible and kept in better repair	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Beautify Railway Bridge</b>	<b>19</b>
Beautify the bridge as it really is a gateway - I think we need an art piece or mural.	
Beautify railway bridge with street art (entrance to the Dandenongs)	
Ugly Railway Bridge - gateway to the Dandenongs!! Needs to be made to look good - paint it!	
Encourage artwork, murals along Burwood highway or along the railway line	
Railway Bridge - would love to see it cleaned up and become a mural dedicated to the area	
Train bridge makeover	
Train bridge - metal fern work as art work on bridge	
We are a gateway but the bridge is an eyesore	
Bridge - street art	
Railway bridge is quite unattractive	
pedestrian bridge over highway near railway bridge like Ferntree Gully bridge(wood construction)	
railway bridge could be put to better use(Mural ) gateway	
railway bridge could be put to better use(Mural ) gateway	
met rail & council's concern	
we are a gateway, bridge is an eyesore	
railway bridge is really ugly, needs artwork or sculpture	
beautify the railway bridge, it's the gateway to the Dandenongs	
painting and/or decorating our iconic bridge as a gateway to the tourist road and Dandenongs	
The railway bridge and paths on the high side are in need of developing for aesthetic appeal and usability, safety.	
Beautify the bridge as a gateway to the ranges	
<b>Vibrant &amp; Sustainable Built &amp; Natural Environment-Landuse</b>	<b>1</b>

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
Zoning - with regard to St Thomas Church - inhibits community facility development	
<b>Culturally Rich &amp; Active Communities-Arts &amp; Cultural Activities</b>	<b>1</b>
a place for artwork	
<b>Culturally Rich &amp; Active Communities-Leisure &amp; Recreation</b>	<b>1</b>
Use quarry for recreational uses - canoeing/paddle boats / coffee shops. Joint residential & commercial.	
<b>Culturally Rich &amp; Active Communities-Leisure &amp; Recreation-Playground availability</b>	<b>5</b>
Kids often don't have access to a backyard and there are no parks or playgrounds nearby so it is hard to get kids active. A communal playground nearby would be great because our back yards and streets make exercise difficult. Also it would be great if Quarry Rd could be sealed - it is a very busy area Paths and playgrounds could be put in a space near Quarry Rd Need bigger playgrounds for families	
more playgrounds in Upper Gully, must have good lighting to prevent arson attacks as has happened in Lower Gully should ask children what they want from Upper Gully	
not enough playgrounds	
need bigger playgrounds for families	
<b>Democratic &amp; Engaged Communities-Citizen Engagement</b>	<b>13</b>
Keep up the community engagement	
Retain and enhance the importance of community engagement - give people reasons to come into the business area	
You can provide a million resources but people still need to be aware and want to engage in the local community I'm usually just passing through and not generally shopping or staying for an extended period of time	
Consult with young families & elder people & Local Hospital	
Letting the community know what is going on before you go ahead	
Information about local groups and what's going on - I don't hear about anything	
We provided feedback for the Talaskia Precinct Plan some years ago but I'm not sure what happened to that initiative	
Collaboration opportunities with Yarra Ranges	
more community events, make more of festivals & holiday events, Christmas lights/decorations in town	
This session seemed to prevent as much discussion in a group setting but enjoyed the chance to have many informal discussions	
Council seemed genuinely engaged in the community engagement	
Thank you for the projects. I hope the community's thoughts and suggestions will be actioned	
long term view and approach the way to go, though more expensive.	
<b>Democratic &amp; Engaged Communities-Community Satisfaction with Council</b>	<b>6</b>
Information about local groups and what's going on - I don't hear about anything	
Don't just throw us in the Gully the odd Council bone to keep us quiet - I feel we are a bit neglected at times	
rates too expensive	
boundary of 2 councils	
Well presented this evening Assistance from staff most helpful	
Council seemed genuinely engaged in the community engagement	
<b>UFTG Shopping Centre &amp; surrounds</b>	<b>2</b>
A foot path! UFTG SC - there is plenty of parking but no footpath - some of the paths are made so cheap with loose stone and gravel.	
UFTG - SC a spot for a rubbish bin	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Retail Occupancy</b>	<b>4</b>
Exposure to the Highway	
Caryards contradict the shop strip	
Need vegetable shop More cafes, more shop variety eg Fruit & Veg shop	
empty shops – incentives needed to improve , community project to display in shops	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Parking - Challenge</b>	<b>6</b>



<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
Parking problems - related to the hospital, the station and the market primarily. We have street signs re the hospital parking that are ugly The medical centre 'houses' are contributing to problems with cars parking on Dawson Street.	
I feel like UFTG doesn't really manage it sparking & traffic flow very well. block off the U-turn into Maxi: have a Burwood highway exit as an exit only. Cars should be entering from Dawson Street.	
Improve Maxi carpark to make it accessible for all	
Parking problems in Rose Street service lane & behind shops	
Parking at shops on Burwood highway is not always adequate	
Maxi, small independent supermarket, variety of shops parking is usually good	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Landscaping</b>	<b>17</b>
More garden additions between shop strip and highway	
Seated garden areas	
Some flower beds around the main street would add to the ambience together with some native greenery / bushes etc but low so as not to be unsafe at night.	
Please enhance landscaping	
Needs landscaping & better signage	
Would like better landscaping along Highway	
Plant some trees in the service lane near the fish and chip shop	
If tree planting is to take place choose the species and location carefully. Not something that ultimately becomes (ie too big) or planted where it needs to be lopped.	
Maintain vegetation	
Landscape of foothills to remain - not to disappear.	
trees are important	
better landscaping around shopping precinct	
new street trees	
maintain greenery & mature trees	
keeping with indigenous/ native plantings mixed with edible garden nature strips	
Considering the name fern tree gully, why not plant some big fern trees in pot. It should actually now be called concrete gully where the forest used to begin. green it up with plant grow creeper over the bridge	
Improve garden scapes by removing weeds and planting up with natives Keep the trees for aesthetics and wildlife	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Ambience - Create Village Feel</b>	<b>17</b>
Restaurants and cafes would add more vibrancy to the area ( like the western corner of Mountain Gate Shopping Centre)	
Clean village type small village with no highrise	
Foster a village atmosphere with Arts, cafes and recreation areas - lighting, access and security	
Would like the area to be a desirable, village community environment	
S.C close community & village environment	
Redevelop the S.C - period style shops, keep the village environment	
Retain its village feeling	
Love rural aspect of shopping centre	
It is a village with great community ie knowing people	
Village atmosphere	
Village atmosphere where people are involve with each other, relaxing and a pretty place to live	
Keep the village feel by people knowing / meeting each other	
Still have a village atmosphere	
UFTG to remain the same with improvements - unique place with great possibilities to improve the commercial area	
small business, local customers	
low impact village	
in 10-30 years would be great if we had a vibrant community/shopping centre that tourists want to stop in before they explore the Dandenongs	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Pedestrian connectivity</b>	<b>19</b>

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
The highway provides a real barrier - obviously it can't be moved but maybe better / safer transitions	
I don't like dangerous, noisy highway - what about a bridge or tunnel for pedestrians going to the station?	
Need physical connecting points on one level ie open areas, pedestrian overpass from station area to south side of Burwood Highway	
Underpass for train station	
Footbridge to connect North & South	
Pedestrian access into the shopping centre is terrible	
More vibrancy and wider footpaths - but good luck with the traders if you try to remove parking! More street trading priority for pedestrians.	
Activated streetscape - good pedestrian experience	
access – include pedestrian crossing Burwood Hwy	
Quarry Rd link well used, access to 1000 steps, recreation on lake, walking & cycle friendly , some service small	
Dawson St pedestrian crossing to station needs improvement, pedestrian bridge could be symbolic tourist information centre needs to be on other side and include community information, bank building?	
walking track from Quarry Rd to 1000 steps could be used and promoted to tourists	
review access to station	
poor access for people with disabilities, no ramp access to majority of shops	
Maxi foods – car park, revamp delivery point, vegetation, pathways/access for all	
better connectivity, pathways	
footpaths – want good network of footpaths	
need a designated walkway between Maxi shopping centre & Burwood Hwy shops	
better pedestrian access to Maxi	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Built form design</b>	<b>25</b>
Hodge podge of businesses & buildings are run down	
If the shops had guidelines to present a similar facade to enable them to have more cohesion, look more like a village / community rather than an extension of the ugliness of Burwood Highway	
Lack of continuity of overall look and feel	
The standard of presentation & maintenance of some of the shops in the strip shopping area is quite poor	
The strip of shops is lacking boutique shops and local made wares. It is lacking uniformity in design; it would be much nicer with matching verandahs/overhangs for the shops.	
Architecturally & environmentally aesthetic development	
Maybe an olde world veranda in front of all shops	
A better pub	
Prefer modern architecture, modern outdoor spaces & environmental theme - with a 6 lane highway there is no point trying to be a village	
Updated architecture	
Signage control	
Shop frontage controls	
Shopping strip needs updating & themed	
Upgrade if Information Centre and area around it.	
Support and encouragement for Environmentally Sustainable design for commercial & residential	
Shop top housing	
Maxi is large & unattractive with bad loading area	
no multi corporates	
diverse housing types, poor design, opportunity for this in business & commercial area	
shop-tops	
maintenance and upgrade of infrastructure	
information centre – make it an attractive, a drawcard	
facelift of shops	
shop frontage controls	
The maxi plaza is busy and a great shop but architecturally appalling discussing I am surprised the council approved this design as it is suburban at unfitting for the cottage uniqueness of the foot hills. The Belgrave idea of old fashioned paintings is nice.	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Public safety</b>	<b>7</b>
It must be better lit & the streets around it better lit for people walking home in the dark from the train station to	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
be / feel safe	
Maxi's pedestrian access	
Add lighting & sculptures promoting the surrounds	
Traffic control - Rose St service lane & Burwood Highway - accidents & traffic going wrong way	
railway underpass, daunting	
better street lighting	
speed limit service road to 40kmh	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Public space - opportunity</b>	<b>17</b>
The Royal Hotel should be restored for the upper floor to be available as a community / function room	
Need a coordination plan with a common vision - public amenity, arts, cafes, shops and parking access	
An open precinct which has access for pedestrians, bicycles and cars - with better lighting	
Shared space behind shops	
An Arts precinct	
Foster a village atmosphere with Arts, cafes and recreation areas - lighting, access and security	
Need to open up the area behind the shops into a 'plaza' and open space for public as an arts and recreation area for many groups ie individuals, families and businesses	
More places to sit like a small park or rotunda - maybe in the 'used car' spaces	
The area between the Vet & shops could be better utilised as a public recreational area	
Introduction of community recreation area (ie a rotunda) among/near shopping strip	
Decorative statues / murals of historical relevance (ie Mural of steam trains to Belgrave?)	
Community halls	
use of empty shops for community	
flat land not being used effectively, eg back of shops/pub/Rose St, near Quarry, station car park, could be used to provide more activities	
lack of community facilities, meeting places	
back area of shops underutilised	
town square, meeting place	
bring back village green	
more bench seating along Burwood Hwy in front of shops	
public drinking fountains	
Community garden eg St Kilda	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Pedestrian safety</b>	<b>9</b>
Hard to walk into Maxi Precinct & very scary negotiating the carpark as a pedestrian	
Some flower beds around the main street would add to the ambience together with some native greenery / bushes etc but low so as not to be unsafe at night.	
The slip lane into Maxi from the lights is truly shocking, dangerous & inconvenient	
An underpass from Maxi tot eh station could be good; would stop the dangerous J walkers	
Traffic management & pedestrian movement could be better	
service road past Maxi, good to end through traffic, but not well engineered	
footpath uneven/dirty	
lack of clarity for traffic direction, Mount View Rd, traffic hazards	
poor pedestrian access around Maxi	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Accessibility</b>	<b>22</b>
Suggest all parking and access to be relocated behind the shops - both practically & aesthetically	
Access to shops is difficult from a traffic point of view	
Its accessibility and potential	
Walkable distances - easy to get to everything	
Maxi foods carpark - out of date & poor pedestrian access	
Pedestrian access to shops & disabled access not great	
S.C is big enough - glad to have a supermarket & I can walk there	
Access from Burwood Hwy for cars & pedestrian access not great	
Good variety & easy to park	
Access for pedestrians into Maxi shops area is poor	
shops need to structured and have more flow	
public toilets, need some on the southern side of the road	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
Maxi – how about signs on the outside about toilets inside?	
reasonable parking for access to Maxi	
easy access for commercial parking	
station parking	
wheelchair access to shops on Burwood Hwy in particular	
improve access for the elderly and people with disabilities	
poor access for people with disabilities, no ramp access to majority of shops	
disability friendly access to move around the area, particularly around shops	
improved traffic access to shops	
hard access for pedestrians to Maxi, no designated footpaths	
change pedestrian access to Maxi from Burwood Hwy footpath near old Commercial bank	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Lack of business diversity</b>	<b>15</b>
Empty shops and limited variety of retail	
Development - encourage boutique type shops with attractive facades to encourage people to stop & visit ie make it quaint but commercially viable location	
Losing the Commonwealth Bank	
More eateries	
Commonwealth Bank gone...	
Encourage more local business - we have a lot that start up & close not much late - they need to be able to attract all the tourists that drive past to go to the local shops	
Not many interesting shops in the upper section	
Closure of general practitioner which involves travelling out of UFTG to see a doctor	
Variety on Burwood Highway is good but could be a little better	
empty shops on strip	
market slow/empty on Saturdays	
Comm Bank empty, loss of service	
empty car yard	
cancellation mobile library	
diversity of shops not brilliant, market is under resourced and sporadic(sometimes 3 or 20 stalls)	
more variety of shops/cafes	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Height controls</b>	<b>7</b>
Consider not to overdevelop this area in order not to lose the peace & natural setting of the area.	
We don't want height limits to be higher than two storeys in the business / commercial zone of Upper Gully	
I think it is vital to ensure the survival of small businesses and boutique shops that contribute to UFTGs charm. No Westfields & no high rises!!	
No highrise development	
Intensification of development above shops would be good but at a height that doesn't impact views	
height restrictions regarding commercial developments, two story maximum	
UFTG shop centre & surrounds, good variety, don't need high-rise	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Amenity - visual impact</b>	<b>31</b>
The rail bridge across Burwood Highway needs to look better	
The bill board across from the train station is an eyesore & should be improved to show beautiful pictures of the Dandenong to entice tourists and enhance the area	
Behind the main street does look dirty and unwelcoming though - it would be good if the back of the main street was cleaner.	
Clean up and open up behind Burwood Highway shops	
Create an interactive open area linking shops & businesses	
Car Yards are visually unattractive	
Rear of the Hotel car park is very unattractive	
My priority for change is to make that strip of shops more attractive to visitors, to entice them to stop and visit Upper Gully rather than pass through to the Dandenongs - Upper Gully needs to be more scenic - better maintenance for the strip of shops please!	
It would be worth considering a statue to replace the tree from the corner of Royal Hotel lights - does UFTG have a significant founding figure? We need to promote our history more. As a resident of 24 years I know very little about our community's history.	



<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
Shopping strip hasn't been updated in a long time & looks shabby	
No more car yards	
Empty dirty shops	
Tourist Info Building needs painting	
Graffiti	
Upgrade streetscape to make the space more inviting	
Empty tenancies - feels unloved & less chance to spend \$	
The shops look shabby (except the Chocolate Shop) - especially the Royal	
The strip shops look awful	
The Royal Hotel is shabby - should be the 'crown' as it is the biggest building in the centre of the street	
Colours of some of the buildings ie Commonwealth Bank is an eyesore	
Car Yards - too many	
The general vista from the highway / Maxi Carpark towards the Hills - not great	
Too many car yards	
The shops need a facelift	
Burwood Highway shop frontage is ugly	
Overall the appearance is a little tired along Burwood Highway - Coonara House on Willow Road is a great feature	
Mural on op shop - love it!	
Maxi car park is quite ugly	
Car yards are unattractive	
Ugly signage eg hotel is dilapidated, empty shops and poor mix of shops	
amenity – look & feel, street trees, shuttle bus, shared paths threat losing village feel	
graffiti	
shopping centre run-down	
shopping strip – does not look attractive, mish mash of retail & light industrial	
reduce number of car yards	
Visitors Centre, bill board & nature strip along the railway line needs work. Lack of funds may have led to poor maintenance of these areas.	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Amenity - cleanliness</b>	<b>8</b>
Environment - clean air & views	
Clean up of shopping strip	
Keep the area clean & green & semi-rural	
Tidy up the area around the shops & train station	
Better cleaning of UFTG - it often looks neglected	
smoking area at Royal Hotel, relocate to rear	
new bins	
No pub smokers corner on the footpath	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Use</b>	<b>9</b>
Location - being the gateway to the hills	
I think it is vital to ensure the survival of small businesses and boutique shops that contribute to UFTGs charm. No Westfields & no high rises!!	
Broad mix of use of business - from panel beater to car yards to gardening supplies - and not enough residential development	
Make it good	
car-yards? what opportunity does this land offer	
need a review of zoning	
community bank – online does not suit everyone, particularly elderly	
businesses we'd like to see – garden nursery, childcare, community bank	
artwork murals	
Looking forward to seeing how UFTG evolves	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Access to retail variety</b>	<b>37</b>
Good shops	
Gives a variety of shop options besides the Maxi Food type	
I like supermarket with wide range of foods	
Shopping Centre - the fact that it exists - a great mix - now let's look at having it all working together	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
S.C has a quaintness & what is great is that we have a service road The shops are small businesses and we have everything - banks, hairdressers, PO, chemist, supermarket, vet pub etc	
Maxi foods plaza brings a supermarket and other vital necessities (Post Office / Pharmacy) to UFTG residents without interrupting the peace or being a huge eyesore	
Good variety of shops	
Good parking	
Good variety & easy to park	
PO & Maxi are great	
Local shops are great	
I like all the shops we have in the shopping centre	
Burwood Highway shop frontage is ugly	
UFTG Shopping Centre is good - I try to support the local shops. There seems to be enough parking around Maxi Supermarket	
Good selection of shops & reasonable parking	
Good food shops / take away food / pub	
Maxi food centre with supermarket, butcher, chemist, post office is very convenient	
Variety is good	
Multicultural restaurants	
Access to full line supermarket	
places of interest, dining/cafes	
local services – maxi good	
not so great, spread out, not many people go from Maxi to Burwood Hwy need an anchor; getting too specialised empty shops don't look good, pop-up shops?	
more night activity eg restaurants	
footpath/café/dog friendly	
market	
pub is good	
weekend market	
PWP op shop	
good variety of shops, supermarket, chemist, post office, newsagent etc	
market is great	
enhanced outdoor spaces	
more eateries/cafes(alfresco eating spaces)	
variety of shopping	
new shops – pilates, memorabilia shop	
Maxi food complex – most amenities available eg chemist, post office	
Maxi, small independent supermarket, variety of shops	
To increase tourism encourage art galleries, cafes, book shops, supplies gift shop in UFTG Shopping Centre - 'arty precinct'	
The top end of dumpy shops have always been a no go zone due to low traffic, how to get businesses in there that create interest.	
Keep the independent retailers	
<b>UFTG Shopping Centre &amp; surrounds-S.C.Ambience</b>	<b>11</b>
We need to 'prettify' the UFTG shopping strip - a more rustic and classy ambience would be achieved with more of a decorative 'town centre' feel - nicer street lamps maybe or a rotunda or a small park with neat gardens.	
Maintain neighbourhood character & charm	
Poor quality streetscape - makes it less inviting compared to other local shops	
New cafes on shopping strip - community	
Would be nice to sit and have a coffee outside of the Shopping Centre, not just the car park	
Alfresco eating spaces & enhanced outdoor spaces	
Royal Hotel needs to be revitalised, could live up to its name	
noise from industrial area – panel beater, bins being emptied late at night, noise echo	
smoking area in Royal pub, conduct of people if pissed not pleasant	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
op-shop mural, magical, should be more views	
<b>Valued-Value Village atmosphere</b>	<b>10</b>
Village atmosphere - the feeling of being local	
Village atmosphere	
Like to see UFTG as a low impact village	
Village atmosphere - in beautiful surroundings	
The village feel of Upper Gully	
The fresh air and village-like feel	
village atmosphere	
village atmosphere	
village atmosphere	
I can embrace every issue presented from Workshop 1, re village feel, open spaces, character, keeping landmark building eg Royal Hotel, Tourist info building.	
<b>Valued-Value Quiet and peaceful environment</b>	<b>10</b>
It's quiet, safe and beautifully treed.	
Peaceful friendly community	
Non congestion	
I value the quiet, the views and the community feel	
UFTG is peaceful, clean and green. I love the quiet and the nature - especially the birds. The air is clean and the views are magnificent. It feels like a small tight knit community, and it's family friendly. It feels like this community is considerate and respectful of the surrounding environment.	
Not too many trains or buses (frequency)	
Peace	
quiet	
space/tranquillity	
trees	
noises of nature	
I can embrace every issue presented from Workshop 1, re village feel, open spaces, character, keeping landmark building eg Royal Hotel, Tourist info building.	
<b>Valued-Value Proximity to hills, trees &amp; green space</b>	<b>38</b>
Enjoy beautiful trees & hills	
Natural setting	
I'd like Upper Gully to retain its heart and not just become another undistinguished suburb - the natural aspect is too important to me.	
Environment - proximity to the hills	
Fresh air & views	
Trees	
Views of the hills	
Semi-rural environment	
Trees and neighbourhood character	
Trees	
Walkability	
Rideability	
Trees, greenery	
I would still like to see the greenery & trees and large residential blocks in the future	
Trees / Greenery	
The rural environment - heritage atmosphere	
Trees	
Trees relax me	
Trees	
View of hills	
Outlook to the hills	
Green space, fresh air	
Space, green spaces, community spaces, fresh air, hills	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
Greenery	
I like that it is the Gateway to the Dandenongs	
The greenery is important	
Its green open low density close to shops transport and the ranges	
Trees	
Open spaces & separated cycling area / paths	
Natural environment - Not too urban	
Natural environment	
Large blocks, open space & trees	
climate	
views – visual beauty hills rather than flat land protect what we have for the future, build on strengths	
trees	
trees open, spacious	
valley surrounded by bush	
connectivity & access	
Hills, nature, nice, some litter, ease of access to city	
We love the native trees and bird life and its vicinity to the National Park, bike paths	
<b>Valued-Value Plaza shopping centre</b>	<b>6</b>
The only major change in the area in the last 21 years has been the building of Ferntree Plaza & that has been a very welcome addition.	
I liked the development of the Maxifood Plaza and the coffee shops / outdoor dining	
Development of the shopping centre - Maxifoods/ Plaza	
Introduction of coffee shops	
Ferntree Plaza	
Local shops - owned by locals Great cafes	
<b>Valued-Value safe feeling</b>	<b>6</b>
It's quiet, safe and beautifully treed.	
Safe living	
UFTG is peaceful, clean and green. I love the quiet and the nature - especially the birds. The air is clean and the views are magnificent. It feels like a small tight knit community and its family friendly. It feels like this community is considerate and respectful of the surrounding environment.	
UFTG is safe and friendly	
feel safe here	
family – good place to raise kids	
<b>Valued-Value National Park</b>	<b>14</b>
The national park is our gem	
I enjoy the close proximity to the National Park and the green areas - lovely trees and cycle tracks	
National Park	
National Park	
National Park	
National Park	
Close to National Park	
Views of National Park	
connection to forest/National Park(historic walk)	
National Park Vista	
close to National Park & bike path	
National Park, world class views of hills healthy trees	
National Park	



<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
We love the native trees and bird life and its vicinity to the National Park, bike paths	
<b>Valued-Value 1812 Theatre</b>	<b>10</b>
The 1812 Theatre would like to continue helping with the process of improving the area	
Refer to 1812 written submission	
I love that we have 1812 Theatre	
1812 Theatre	
1812 theatre	
1812 Theatre	
Having the 1812 theatre	
1812 theatre is good	
1812 Theatre	
1812 theatre	
<b>Valued-Value Friendly people</b>	<b>5</b>
People friendly environment - (walking & cycling)	
The people	
people friendly	
people	
friendly people	
<b>Valued-Value Sense of community</b>	<b>17</b>
Sense of community	
Community feel	
Community spirit - the people & the environment	
Cafes & community atmosphere	
Community	
Good community eg Anglican St Thomas Church	
The people make it great	
Sense of community	
Young people have moved into the area - this is great	
Community atmosphere	
People of all ages intermingle in the community	
community	
many long term residents	
variety of ages in community, all ages mingle	
sense of community pride	
community	
community atmosphere-great community	
<b>Valued-Value Proximity to services &amp; facilities</b>	<b>44</b>
The bakery, cafe & chocolate shop are great	
Closeness to everything	
Access to hospital / train station / kindergarten / library and playgrounds	
It is very welcome to have a supermarket, post office, chemist & newsagency all within walking distance of home.	
Vet	
Library	
Hospital	
A good mix of shops, cafes and public amenities which need better co-ordination and interaction	
Access points to hills and 1000 steps	
It's OK but 'messy' so in need of a PLAN!	
Great variety of shops	
Great pub	
Convenience of railway station	
Local hospital	
Proximity to amenities	
Cafes	
Local train station	
Coffee shops & Indian Restaurants	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
Good public toilet	
wildlife , bush, 1000 steps, Bakers Delight, Views from my veranda, proximity of A& E Hospital	
Primary School	
Public Transport	
Tourist Info Centre	
Railway station	
Market	
Primary School	
Good school	
Good hospital	
Local shops	
Cafes	
I like the weekend market at UFTG	
Easy access to city via train / car	
Well serviced hospital & other medical services	
Good access to train	
Connectivity & easy access to services (shopping & transport) & community facilities (school, kindergarten)	
access to vet & kinder	
accessibility to transport, shops, parks, services	
changes to hard-waste collection from twice yearly to individual choice of time	
churches	
market & local shops	
café	
hospital	
primary school	
hospital is an advantage	
central hub supermarket, post office , Ferntree plaza	
primary school	
market	
close to shops	
connectivity & access	
school	
amenities – hospital, station, school, preschool	
Coonara House	
weekend market	
accessibility at hospital	
close to facilities - hospital, shops, transport, schools, kinder	
open space – wildlife, birds, trees	
We love the local businesses as independent and personable	
The weekend market is great	
We haven't noticed any significant changes over the last 3 years	
<b>Valued-Value Low density development</b>	<b>15</b>
The scale - although there are limited footpaths it is still a beautiful place to walk around, due to residential gardens, house types and general scale of the built form	
Large residential blocks - not high density	
I would still like to see the greenery & trees and large residential blocks in the future	
Like to see UFTG as a low impact village	
Small	
Low density development	
Low Density residential	
Low level housing	
I like the maximum height of shops to about 2 storeys - to keep it more like a community village	
Its green open low density close to shops transport and the ranges	
Changes to planning to support lower density were much appreciated	
diversity of built environment	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
low density housing	
low density residential big blocks – space	
low level housing, not double storey, low density	
<b>Valued-Value walking paths &amp; cycle tracks</b>	<b>8</b>
Bike tracks close by	
Places to walk - the Dandenongs on your doorstep	
Places to walk your dog	
Areas for walking.	
Waking and bicycle tracks	
walkability/rideability	
recreation – walking tracks, sports grounds bushlands, Kings Park, bike paths	
1000 steps & walk tracks for exercise, bike paths, walks	
Also build upon existing bike trails / pedestrian paths	
<b>Valued-Value city access by public transport</b>	<b>7</b>
Best of both worlds - city access & country air	
Train station - access to city	
moving back & forward to city good within trains	
travel time to city	
being on train-line	
railway station	
public transport	
Hills, nature, nice, some litter, ease of access to city	
<b>Valued-Value birds &amp; wildlife</b>	<b>6</b>
I like the birds & trees.	
Birds	
Wildlife & birdlife	
wildlife	
birdlife, animal, nature	
We love the native trees and bird life and its vicinity to the National Park, bike paths	
<b>Future Vision</b>	<b>27</b>
Don't really want it to change	
In 30 years - even more beautiful than when I moved here - a place where the community feeling is strong & everyone can access food, education & play	
Overall - need a strategic plan to beautify & encourage tourists & new residents & improve vibrancy of local community and tourism into the Dandenongs	
Town at foot hills to Dandenongs	
in 10-30 years we would like Upper Gully to be even more beautiful than it is	
nothing is too hard for UFTG	
changes - not much, still have core shops available, not as many people at home as used to be, always well serviced, eg orthodontist, hospital, but no GP now	
10 – 30 Years: village atmosphere, people related local shopping, local businesses(limit bigger chains) maintain low density housing	
A balance between village for locals and an area that attracts tourists	
Sporting facilities	
Child friendly - facilities that attract families to live here	
Encourage visitors but support locals needs first	
Family friendly with facilities for young families eg preschool, school & ovals	
Village & community feel	
It will be drier and warmer and so will need more rainwater harvesting - better use of stormwater and protection from and coping with Fire	
We have the essence of a country town because UG is not a housing estate. The area will always be attractive to new young families - make footpaths safe and attractive to serve the population now and into the future	
Attractive gateway to the Dandenongs not a run-down railway bridge and shops that are mostly derelict – a	

<b>WORKSHOP 1 – Data Classification List</b>	
<b>Classification Name &amp; raw comments</b>	<b>Count</b>
heritage precinct to be proud of - green and vibrant	
Become the welcome mat to the Dandenongs	
Retain facilities like school, preschool, kinder, playgroup, sporting, bike paths and playgrounds so the community can grow with new families	
A community that can support people as they grow older and encourage them to remain in the area	
Focus to be on residents more than tourists as parking issues will be exacerbated for residents	
Balance between vibrant community and country feel village.	
UFTG to be the same as present, only more attractive. Main attraction to UFTG is it is not dramatically different from 30+ years ago.	
Walking steps alongside Bellview Terrace - it's used by CFA vehicles but it is dangerous / slippery to walk down.	
Largely the same with some improvements - beautiful views of the hills from everywhere, a streetscape no taller than 3 stories (no higher than the Royal Hotel) lots of little shops with heritage style architecture made of red brick, some cafes with outdoor tables, residential areas with low density, big blocks, well lit bike paths & footpaths. The suburb would also have better public transport access to employment hubs eg direct bus / train route to Monash Uni Clayton	
Largely the same with trees - more trees - native trees, native plants & more native flowers	
No more gum trees - these are not good in fires!	



## Appendix B2 – Online Survey Data Set

<b>Online survey responses</b>
<b>1. What do you like about living or being in Upper Ferntree Gully? Why?</b>
Lots of trees, Beautiful old style homes, Great facilities, close proximity to national parks
The view of the hills every morning. Wildlife. Close to Knox city shops but still close to the hills.
The trees and the feeling of it being hidden under the ranges. Less commercial
Feeling of being close to nature - Views
We have an amazing community feel, a great primary school which needs more support, shops in walking distance, parks, public transport, hospital, beauty and serenity. We live in an amazing part of our country, where city meets country, and we are very fortunate.
Community feeling.
Community feeling.
The physical environment is beautiful. Services and transport are close and the shops are convenient. The walks in the national park are really something special and many people from outside the area visit to enjoy these spaces. I love the restaurants that are in the area.
The Saturday market at the car park of the railway station.
Clean air, trees rail line to the city. Views to the city from high rise would be great.
I have lived here nearly all my life and the sense of community is outstanding. I have life friends who operate businesses in UFTG. Having owned the upper gully milkbar in the past we appreciate the sense of community that UFTG gives to the locals. It is the gateway to the Dandenong's with outstanding views of the hills from the shopping strip doorstep.
<b>2. What don't you like about living or being in Upper Ferntree Gully? Why?</b>
unit developments/ block subdivision
The fire siren going off at all hours of the day and night.
Crime and distance from the city
Parking at hospital
Navigating the narrow streets on the hills and limited parking. Taxi's can be difficult to obtain at night, and it's a shame to see the tennis club close.
Janesleigh St. This road is very dangerous and should be widened.
Civic spaces are not consistently maintained and could be improved. Often stones and debris cover footpaths after heavy rain and are not tidied, and the nature strips are often unmown for long periods of time.
There are limited places to walk dogs and many roads do not have pedestrian paths.
Not enough affordable housing. No taxi rank.
Could be more alfresco dining/restaurants. More nice shops (not just the \$2 buck shops) perhaps under high rise apartments. Entertainment for seniors other than just the hotel.
NO motel for accommodation
It has started to appear outdated and 'let go' in s sense. The shopping strip is past its used by date. A bareness to it with no heart is very unappealing.
<b>3. What would you like to be able to do in Upper Ferntree Gully? Why?</b>
Own a beautiful home with a large back garden to relax and unwind after a long day at work.
More restaurants and clothing stores so we can walk instead of having to drive to Wantirna or further.
More restaurants and places to relax with a view
Get bus to work at Angliss from FTG
To see patients and staff be able to access affordable car parking
Enjoy our relaxed lifestyle with our kids, because that's the most important thing. I love living here.
Be able to show off what we have on our doorstep. Perhaps make more use of tourist info centre, sightseeing trips departure area.
Be able to show off what we have on our doorstep. Perhaps make more use of tourist info centre, sightseeing trips departure area.

Keep the natural surrounds as open as possible, no multiple dwelling developments.
<p>I would love to have more meeting places eg, restaurants, cafés and wine bars in a piazza style environment, as this is important for the people to have beautiful spaces to meet. We have an increasing number of people visiting our beautiful suburb, and meeting places that are functional as well as aesthetic would enhance the community spirit.</p> <p>I would also love to have walking tracks that are dog friendly. It is fabulous to walk through the national park, but more tracks running alongside our parks where dogs could ramble would be a real bonus.</p> <p>A bigger market with more stalls, especially stalls of homemade and cottage goods.</p> <p>There should be safety barriers along Burwood Highway to the National Park, as in one place the footpath is dangerously close to the road.</p> <p>The bike track to Upper Ferntree Gully Station should be continued to Olinda.</p> <p>The bridge across Burwood Highway between Upper Ferntree Gully. Station and Upwey should be enhanced to signal the entrance to the beautiful national park. This could be painted with murals and be made really special.</p>
<p>Shop for clothes, eat alfresco. Another Supermarket perhaps IGA.</p> <p>A Library. A pool &amp; leisure centre.</p> <p>Catch a tram to Knox City and beyond</p>
The shopping strip needs a complete makeover. It needs to be updated (trees, cafe style areas, etc) it is getting more and more popular (1000 steps, national park) and needs to be beautified. The train bridge needs a makeover. Could it be designed into an entrance style bridge that showcases the fact that you are entering 'The Dandenongs'.
<b>4. What would be your top 3 priorities for change in Upper Ferntree Gully and why?</b>
Better parking at the station so cars are not parking in side streets.
So many horrible destroyed houses ruining the streets. Few on Burwood hwy before upper gully station, one on the one way street off willow rd next to the church looks like a drug house. Makes me terrified when I walk past in the evenings.
<p>Places to relax with a view outside and in</p> <p>Get rid of the empty billboard opposite the shopping centre</p> <p>Surface 'new road '</p>
<p>Bus access</p> <p>Hospital parking for staff and patients</p> <p>Increased access to/from Dandenongs to allow evacuation in case of fire</p>
Tidy up the shopping strip area on Burwood hwy. support the upper gully market as I think it encourages lots of tourists to stop. Keep upper gully station safe.
update street scape, strip shops, to look more uniform, fit in with the surroundings
update street scape, strip shops, to look more uniform, fit in with the surroundings
Keep Glenfern valley free from development
<p>1. A beautiful piazza style meeting place, possibly located in the lane way where the 1812 Theatre is situated and extended to the space behind the shops and alongside the car park of The Royal Hotel. Set back from the noise and bustle of Burwood Highway, this precinct would attract visitors to the 1000 Steps, and provide a meeting place for the community of Upper Ferntree Gully.</p> <p>2. More dog friendly walking tracks, set off the main road, and bike tracks to meet the needs of the many cyclists who are using the area for fitness and recreation.</p> <p>3. An annual festival to celebrate an aspect of life in the beautiful suburb of Upper Ferntree Gully. An example maybe a book festival, theatre (live and outdoor), swap and share produce festival or any other popular leisure activity that would bring our community together and attract visitors.</p>
<p>Hire rise units/flats up to 10 stories. We'd like to sell the smallish house with too big a back yard. Cash up a bit by buying a 2 bed flat/apartment. Then travel around Australia + come back to NO gardening/maintenance.</p> <p>A Tram to UFTG along Burwood /hwy so it goes past Knox City which has heaps to do.</p>
Shopping strip makeover. Train bridge makeover. Get rid of signs on the outside of 'The Royal Hotel', they look cheap and do no justice to the grand place it once was.

<b>5. How would you like to be able to describe Upper Ferntree Gully in 10, 20 and 30 years' from now?</b>
Conserving wildlife and habitat while providing great amenities to residents. A lovely place to grow up and live, not overcrowded.
Perfectly situated between the cbd and dandenong hills. Safe for young families. Clean
That it's a quiet town that has kept its trees and wildlife
Scenic, natural, beautiful
A place to live, breath and love the hills, with the convenience of suburbia at your doorstep. Maintain large block sizes (no inappropriate development), and maintenance of our shops and services.
same community feel
same community feel, Gateway to the Dandenong's, Feeling of space, not closed in with development
A vibrant place, set amongst the beautiful mountains of the Dandenong Ranges, that provides beautiful and well maintained civic spaces where community can gather together, to talk, eat, and enjoy life; a place where people can enjoy the beauty and live fit, active lives walking or riding the extensive paths through the natural bush setting.
A place renowned far and wide for its natural and civic beauty and also for its popular festival.
I'd say high rise all along Burwood H/w from Station Street FTG. More visitors' accommodation for the Dandenongs.
A magnificent entrance village to the beautiful Dandenong Ranges.
<b>6. Is there any other information you would like to provide that is relevant to planning for the future of Upper Ferntree Gully?</b>
No inappropriate development, but allowing people to remove unsafe trees easily and allowing granny flats to keep families together.

## *Appendix C - Data Set from Workshop 2*

Data sets are presented as separate tables for Workshop 2 held on the 11 September 2014 and Workshop 2 held on 13 September 2014. Tables headings are as follows:

- Upper Ferntree Gully – Parking, Roads and Traffic
- Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes)
- Upper Ferntree Gully – Public, community and open space
- Upper Ferntree Gully – Visual Amenity and Built Form (the 'look and feel')
- Upper Ferntree Gully – Centre specific opportunities
- Your vision



Upper Ferntree Gully - Parking, Roads and Traffic (Workshop 2 - 11 Sep 2014)				
	Workshop 1:	Why is this our experience of UFTG?	Workshop 1:	What can we change or influence to achieve our vision for UFTG?
	Where we are now? What do we value? What's great / not so great?	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
<b>Car parking</b>	Participants identified car parking as being difficult especially around the:		Suggestions included:	1000 steps website could promote parking in station car park on weekends.
	<ul style="list-style-type: none"> <li>• Hospital</li> <li>• 1000 steps</li> <li>• Railway Station</li> <li>• School</li> <li>• Weekend market</li> </ul>		<ul style="list-style-type: none"> <li>• Considering high rise parking for hospital &amp; station</li> </ul>	Can we make 1000 steps parking along the dirt road? 1000 steps parking - re open the parking area in FNP & increase capacity of existing main car park.
			<ul style="list-style-type: none"> <li>• Replacing existing car yards with car parking for 1000 steps</li> </ul>	Parking in car yards - most walkers @ 1000 steps are tourists - many from countries not driving on Aus side of road. Most would come via city & turn centre of the road - perhaps dangerously.
				Parks Victoria need to be responsible for parking at 1000 steps - many users are not locals. If at Traction to 1000 steps is further encouraged the parking will be exacerbated for locals
				If strategies focus on tourists, existing parking issues will be exacerbated for locals. UFTG needs to respond to residents needs not passing tourists. A balance is required between creating a vibrant community and maintaining UFTG as a village and retaining the environment which has not changed dramatically over the last 30+ years.
				There are many other tracks in the NP as beautiful or even more challenging than the 1000 steps - could Knox council / Parks Vic promote other areas for people to visit?

Upper Ferntree Gully - Parking, Roads and Traffic (Workshop 2 - 11 Sep 2014)				
	Workshop 1:	Why is this our experience of UFTG?	Workshop 1:	What can we change or influence to achieve our vision for UFTG?
	Where we are now? What do we value? What's great / not so great?	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
				Hospital staff park in streets because they have to pay for onsite parking. Make hospital car park underground at back and not high-rise.
				Hospital to establish multi - level car parking on its 2 car parking properties to alleviate staff street parking issues
				Hospital parking on hospital land - multi storey car park.
				Hospital shouldn't charge staff for parking - maybe issue is not that there isn't enough hospital parking but that the staff have to pay for it.
				Where will you create parking - high rise parking is ugly - maybe underground parking at the hospital
<b>Roads &amp; Traffic</b>	Participants emphasised safety concerns:		Suggestions included:	Issues with the camber of Forest View Road
	Eg Quarry Road being unsealed and dangerous due to speed of some vehicles		<ul style="list-style-type: none"> <li>sealing Quarry Rd</li> </ul>	At intersection of Albert and Townley need better separation as there is a natural tendency for people to cut the corner heading north (downhill)
	Eg Limited evacuation routes as an alternative to the Highway		<ul style="list-style-type: none"> <li>making Mount View Road 2 way (potential evacuation route)</li> </ul>	Can anything be done to improve the camber / intersections off Burwood Hwy into Talaskia / Rollings Rd?

Upper Ferntree Gully - Parking, Roads and Traffic (Workshop 2 - 11 Sep 2014)				
	Workshop 1:	Why is this our experience of UFTG?	Workshop 1:	What can we change or influence to achieve our vision for UFTG?
	Where we are now? What do we value? What's great / not so great?	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
	Eg the Willow Rd / Burwood Highway intersection			Re open service road (end) from Maxi so you can go directly into Willow Road instead of forcing cars onto Highway for a short distance (and nearly getting hit from the rear) as it's a sharp turn . It could be made left turn only into Willow Rd for safety
	Eg the Dawson St & Maxi foods entrance are dangerous			Dawson Street right turn sensor needs to be timed to allow sufficient time for right turners AND u-turn into Maxi's
				Wynette Avenue currently unsealed road - potential to dramatically affect traffic volume , particularly Albert Street if the Shire of Yarra Ranges asphalts the road surface.
				Reverse the one-way on Mount View to ease evacuations
				Roundabout at corner of Talaskia Road & John Street
				Low point in Burwood Highway at the panel beaters does not cope with the storm water run-off.

Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
<b>Footpaths – safety</b>	Participants emphasised safety concerns:		Suggestions included:	Narrow unsealed path on Albert Street, next to hospital carpark - not wide enough for a pram .
	about lack of safe footpaths in steep terrain (eg Albert St)		<ul style="list-style-type: none"> <li>Paving rather than crushed gravel footpaths - especially around the shopping centre</li> </ul>	Footpath on Rose Street between Burwood Highway and Dawson street needs to continue on one side of the road all the way to Dawson St - it stops mid-way currently.
	about the poor condition of many existing footpaths (North side Burwood highway)			Dirty often muddy pedestrian footpath area along left side of Burwood Highway leading to tourist office building. Water run-off from railway line slope could be made at Tractive with stones and landscaping
				Vision at Bike path crossing Dawson Street near doctors - hard to see traffic coming from the north.
				Pedestrian crossing at corner of Burwood Highway and Dawson Street (near Laundromat) is UNSAFE in the dark. Plants are too high, lighting bad & cars turning into Burwood can't see pedestrians in the dark
				Pedestrian crossing for school at station Burwood highway must go.
				Quarry Rd is hazardous to pedestrians as no footpath and gravel throws up dust in your face



Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
Footpaths – safety cont'd				Seal Quarry Road - easy win!
				Train station car park is a common rat-run with many people driving at 50+km/hr. Can Council work with VicTrack to improve car park layout?
				Conflict between pedestrians and cars in Maxi car park is caused by zero footpaths in the car park - needs redesigning
				make parking behind Fire CFA for 1000 steps and tourists in unattractive scrubland
				Need to influence Maxi foods retailers to redesign car park to be pedestrian friendly - central path through to middle to entrance with some green open space would be great & safer
				Safe footpaths around shopping area - frontage of Burwood Highway, around Maxi and into Mount View Rd
				Beautify the footpath along the shops (Burwood Hwy) with attractive paving, flower boxes & veggie boxes. The township of Foster is very attractive - residents plant herbs & veggies & flowers and people can help themselves. Though that isn't the main point - the plants are tended and left to be admired, creating a beautiful community village feel.

Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
<b>Footpaths – safety cont'd</b>				Disability provisions in paths and access areas
				Seal Old Belgrave Road footpaths at Talaskia Rd intersection - it is steep, stony & slippery = dangerous. Gravel from Old Belgrave Rd goes onto Talaskia concrete footpath and it is a hazard
				Old Belgrave Rd - seal the footpath - it is quite unsafe, rough and narrow. No it is not to be 50% paid for by residents - totally to be Council funded - so many pedestrians to station, shops, school etc.
<b>Footpaths - connectivity</b>	Participants described lack of existing connections via designated pathways		Suggestions included:	Need to reduce both the need and desire to drive to 1000steps and in general really - better public transport? (x 2)
	Eg conflict between pedestrians & cars:		<ul style="list-style-type: none"> <li>Need to connect houses / shops / Station / Schools / Hospital with paths</li> </ul>	Public transport to the 1000 steps (or better promoted if it exists)
	<ul style="list-style-type: none"> <li>at the station</li> <li>around Maxifoods</li> </ul>		<ul style="list-style-type: none"> <li>Frequent example: Quarry Rd walking &amp; cycle friendly track to 1000 steps better disability access – ramps</li> </ul>	pedestrian bike link from behind CFA alongside railway bridge & connect to Upwey bike path

Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
<b>Footpaths – connectivity cont'd...</b>	Participants also identified the lack of connections between existing open spaces and also the National Park		<ul style="list-style-type: none"> <li>A footbridge / overpass or underpass linking North &amp; South of Burwood Highway</li> </ul>	better footpaths on streets which are hilly ( might be Yarra Ranges side)
			designated walkways within Maxifood & between Maxifoods& Burwood Highway	good quality footpaths to connect kinder & school to residential areas - this is essential for families with children
<b>Signage – both to welcome &amp; to assist with 'way finding'</b>	Many participants commented on the poor, tired, rusted and ugly existing signage		Suggestions included:	better signage & markings for drivers for protection for pedestrians on three way junction in railway station - many drivers don't see or just ignore the stop lines
			<ul style="list-style-type: none"> <li>A smarter Upper Gully Sign – it is old &amp; rusted</li> </ul>	Need signage for continuation of bike path once it reaches Dawson Street to continue on to Talaskia & continuing to Upwey.
			<ul style="list-style-type: none"> <li>Better signage to facilities – toilets &amp; station</li> </ul>	Signage - Welcome to Dandenongs mural on the western side of the railway bridge. On eastern side of the bridge a mural illustrating the UFTG shops & eastern entrance to service road
			<ul style="list-style-type: none"> <li>Better signage from station to shops &amp; National Park</li> </ul>	Better signage westbound on Hwy to turn into Rolling / Rose service lane

<b>Upper Ferntree Gully – Connectivity &amp; Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 - 11 Sep 2014)</b>				
	<b>Workshop 1</b>	<b>Why is this our experience of UFTG?</b>	<b>Workshop 1.</b>	<b>What can we change or influence to achieve our vision for UFTG?</b>
	<b>Where we are now? (What do we value? What's great / not so great?)</b>	<b>What are the causes of this situation?</b>	<b>Where do we want to be? (Future vision / aspiration)</b>	<b>How can we do this?</b>
<b>Signage – both to welcome &amp; to assist with 'way finding' cont'd...</b>				Better signposting of track from railway to 1000 steps
				Signs to identify Kings Park, Talaskia, Gilmour Park
				Signage or local community education to let people know Quarry Parkland is even there!



Upper Ferntree Gully – Public, community and open space (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
Open Space	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
	Participants emphasised the value of flat open space such as Kings Park AND highlighted the need for better connectivity to the National Park		Suggestions included: • A call to develop more community based open spaces – community parkland / community garden or food forest	Safe walking path needed from Quarry Road to Peregrine Lake Park (where the lake is) - this will enable safer access on foot from UFTG centre
	Access for locals to 1000 steps is difficult on weekends – seems overused by trainers		<ul style="list-style-type: none"> <li>Heritage Walks to the National Park</li> <li>Developing more useable parkland eg near Quarry Road</li> </ul>	Maintain and develop sporting facilities such as oval & tennis centre on Talaskia Rd - this will help to attract families with children
	With homes with steep backyards there was recognition of the role of open space / playgrounds / play spaces in getting kids active			Community can help develop & establish and maintain landscapes @ FTG station eg working bees with Council funding.
				The water catchment & landscaping at the Quarry is GREAT open space yet no signage at Burwood Highway so people don't know it's there unless they drive past up there.
				UFTG has many open spaces already - Kings Park, Gilmour Park, Talaskia & Edwards Rd - there is insufficient space for a town square - it will encourage undesirables to loiter, graffiti and be unsafe.
				Flat open space on top of the plaza - green / Car Park

Upper Ferntree Gully – Public, community and open space (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
Open Space	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
				Flat open space necessary because surrounding housing areas are steep.
Public /Community space	Participants identified a lack of communal or public space		Suggestions included:	Children's playgrounds could be improved eg Kings Park playground is tiny – could attract families to the area on the weekend if it was improved
			<ul style="list-style-type: none"> <li>A call for more community oriented spaces – Town square / central play space / community hall</li> </ul>	Community garden may make sense with Willow Street, Kindergarten or school - allows site sharing if no new land can be found
			<ul style="list-style-type: none"> <li>Clean up &amp; open up behind the Burwood Highway shops to create an interactive open area linking shops &amp; businesses</li> </ul>	Bring the community together through shared experience not just an 'object' - needs activation
			<ul style="list-style-type: none"> <li>A rotunda</li> </ul>	Facilities & buildings - need better lighting in public spaces
				The coffee shop experience is important but not overlooking the highway - solve it by pedestrianising Rose St & incorporating coffee shops & encouraging the theatre to open during the day for serving coffee

Upper Ferntree Gully – Public, community and open space (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
Open Space	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
				More street play areas - family friendly

Upper Ferntree Gully – Visual Amenity and Built Form (the ‘look and feel’) (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What’s great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
<b>Vista &amp; view</b>	Participants emphasised the importance of the views to the hills from the centre of UFTG		Suggestion:	clean up UFTG community - make it a tidy town
			<ul style="list-style-type: none"> <li>Maintain the views of the foothills</li> </ul>	suggestions for railway bridge - mural along bridge with wildlife (parrots) and in heritage colours
				Views, trees, views, hills, views, greenery, views, nature - oh and did I mention views?
				I like the dark skies around here, street lighting should always only go down - it saves energy too.
<b>Built form</b>	Participants frequently commented about ‘eyesores’ such as:		Suggestions included:	Mural of puffing billy crossing the railway bridge on the bridge - celebrating the history of the area . Whatever happens to the railway bridge should in some way incorporate ‘Peg is 40’ - it has become a landmark.
	Railway Bridge Car Yards - the mish mash of retail & light industrial Graffiti		<ul style="list-style-type: none"> <li>‘Gateway’ – rail bridge beautification opportunity(Art, mural, Welcome sign)</li> </ul>	High definition screens / LED with different murals or community messages



**Upper Ferntree Gully – Visual Amenity and Built Form (the ‘look and feel’) (Workshop 2 - 11 Sep 2014)**

	<b>Workshop 1</b>	<b>Why is this our experience of UFTG?</b>	<b>Workshop 1.</b>	<b>What can we change or influence to achieve our vision for UFTG?</b>
	<b>Where we are now? (What do we value? What’s great / not so great?)</b>	<b>What are the causes of this situation?</b>	<b>Where do we want to be? (Future vision / aspiration)</b>	<b>How can we do this?</b>
	Station & surrounds – especially rusty signage Royal Hotel – especially the rear		<ul style="list-style-type: none"> <li>Filling empty shops - community uses or pop ups</li> </ul>	History & Heritage boards to attract tourists to stop to make us different
	General tiredness & shabbiness demonstrated by empty shops		<ul style="list-style-type: none"> <li>Creating a village like feel – verandahs / overhangs at the shopping centre</li> </ul>	redesign smoking area of pub to prevent cigarette butts being thrown on pavement - make outside of pub more sympathetic to the environment
			<ul style="list-style-type: none"> <li>Shop top housing but limited height (2-3 storeys) so that no one’s views are diminished - do not want high rise</li> </ul>	The main attraction of UFTG is that it has not changed greatly over 30 years in appearance. This is a positive as the treed environment space and country feel is still here. It can be beautified but it should not change the ‘town’ . It needs to work for the local residents rather a big focus in tourism . Population comes in cycles.
<b>Built form cont’d</b>				Royal Hotel is ugly & cigarette butts get thrown onto the pavement - the design of the pub causes an eyesore & is not sympathetic to the village feel - especially the smoking area.
				Hotel appearance has been contributed to by Council in the past by approval of renovations and signage - especially the pokies sign
				Trade link etc on Industrial space (Burwood Highway) has the BEST view on Burwood highway...it also adds zero to the village feel but would be ideal for stylish 1-2 bedroom units.

Upper Ferntree Gully – Visual Amenity and Built Form (the ‘look and feel’) (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What’s great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
				Chair / table area at station is shabby and attracts dumped trolleys , rubbish butts etc - beautify to encourage sense of ownership to counter dumping (x 2)
				rear of shops needs attention especially back of panel beater
				create overpass from station to retail area
				Imagine - have you ever been to England? Shortage of space BUT beautiful hanging flower baskets / pots ‘everywhere’ in towns along roadways & outside shops. We can do it too. Employ someone to maintain them
				More bench seats around shops & roads leading to shops and hospital
				the footpath to Upwey on far side of railway bridge is in need of repair, lots of barriers are gone / broken - it needs to be more resilient or removal and replacement with bushes
<b>Heritage Character</b>	Participants frequently commented that there is already UFTG ‘heritage & soul’ in some existing buildings and were keen to have buildings like royal Hotel / visitor Info Centre & Pinnacle Café protected		Suggestions include: <ul style="list-style-type: none"> <li>Maintain existing character – we don’t want to be Boronia or Bayswater</li> </ul>	No developments higher than the Royal Hotel  Redo gateway bridge so it is in keeping with environment - like the wooden bridge ion the puffing billy line  Good lighting to shop off the trees & hopefully improved streetscape in front of shops x 2

**Upper Ferntree Gully – Visual Amenity and Built Form (the ‘look and feel’) (Workshop 2 - 11 Sep 2014)**

	<b>Workshop 1</b>	<b>Why is this our experience of UFTG?</b>	<b>Workshop 1.</b>	<b>What can we change or influence to achieve our vision for UFTG?</b>
	<b>Where we are now? (What do we value? What’s great / not so great?)</b>	<b>What are the causes of this situation?</b>	<b>Where do we want to be? (Future vision / aspiration)</b>	<b>How can we do this?</b>
			<ul style="list-style-type: none"> <li>Have heritage boards around the town explaining the history of the area</li> </ul>	The centre needs green open space for beauty and psychological eg use half the Maxi Carpark to create a green space with benches - add to village feel . Redesign car park with footpaths and greenery
				Really create us as the Entrance and start to the Dandenongs
				Heritage boards are a great way to interest tourists and would look good. Easy to do - low hanging fruit - because boards can easily be erected.
				Shop fronts and general streetscape could be upgraded to make it more attractive to passing traffic

Upper Ferntree Gully – Centre specific opportunities (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
<b>Access to retail variety</b>	Participants generally appreciated good access to variety within the Ferntree Gully Plaza – supermarket / PO / Chemist / Take Away all conveniently located		Suggestions included: <ul style="list-style-type: none"> <li>• More retail diversity – arts / cafes / restaurants / boutique shops / fruit &amp; veg / community bank</li> </ul>	Bendigo Bank in UFTG please
<b>Landscaping in and around centre</b>	Not enough!	Lack of maintenance of existing landscape.	<ul style="list-style-type: none"> <li>• Greater spread of opening times for eateries</li> </ul>	Clean up and beautify walkway from Burwood Highway to William Street. (x2)
		Vic Roads limitations on Burwood Highway	<ul style="list-style-type: none"> <li>• Suggestions included: seated garden areas</li> <li>• flowerbeds</li> </ul>	Landscape the existing area & include the rest of the creek bed (piped) eg seating & play equipment etc  Greenery to buffer pedestrians from sound & smell of traffic as they enjoy the shops
		Private land ownership	<ul style="list-style-type: none"> <li>• low lying native greenery (large bushes are a safety issue – visually &amp; personally)</li> </ul>	opportunities in strip between service road & Burwood highway - open canopy trees and low vegetation below
		The cause of shabby shop fronts - how can we control this? Landlords?	<ul style="list-style-type: none"> <li>• more street trees</li> </ul>	Mural of 'Puffing Billy' on the Railway Bridge! Wall murals / art works to depict the history of the area - reinforce historical values and importance of Upper Gully
				Where's the Arts?

Upper Ferntree Gully – Centre specific opportunities (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
Landscaping in and around centre cont'd				laneway behind Royal Hotel should be separated from Royal Hotel parking and maintained as pedestrian access
				'extended road reserve' like in Monbulk along shops in Burwood highway
				if population declines, tourism keeps town alive - make it appealing to stop - heritage interest
				artists market on Sunday
				community working bees eg to improve FTG station (Council funded)
				NBN - increase the ability for people to telecommute or run own business from home - will increase the number of people eating / shopping locally and more importantly meeting each other
				grants from landlords to improve shop fronts and creating 'character' ie look at Bellevue Tce Great Malvern, WORCS, UK which did this
				Private ownership of buildings - can we encourage / support vacant shops to have lower rents - usually results in innovative retailers & creative uses



Upper Ferntree Gully – Centre specific opportunities (Workshop 2 - 11 Sep 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now? (What do we value? What's great / not so great?)	What are the causes of this situation?	Where do we want to be? (Future vision / aspiration)	How can we do this?
				Brick paved area at Maxi Carpark - no shade of amenity
<b>Landscaping in and around centre cont'd</b>				Keep the preschool & playgroups & maintain & develop these facilities. Have good pedestrian access from these facilities to cafes / shops
				Locals need to advocate for and use small shops and businesses to keep them alive - we say we value the village feel but it needs our support to survive
				Would like to see the redevelopment of the Old Boral Quarry site - lake / park /picnic tables & walking tracks
				Traders want to maintain visibility of their business
				Population comes in cycles - if there is a strong focus to attract tourism local problems with parking will be exacerbated. There needs to be a balance between a vibrant community and retaining the village feel & green environment of UFTG. One main attraction of UFTG is that it has not changed dramatically over 30= years so dramatic change is not required
				Seating in the area is lacking
				People visit car yards on Sundays so they aren't harassed by sales assistances

<b>Your vision</b>
UFTG to be the same as present, only more attractive. Main attraction to UFTG is it is not dramatically different from 30+ years ago.
Balance between vibrant community and country feel village.
Focus to be on residents more than tourists as parking issues will be exacerbated for residents
A community that can support people as they grow older and encourage them to remain in the area
Retain facilities like school, preschool, kinder, playgroup, sporting, bike paths and playgrounds so the community can grow with new families
Become the welcome mat to the Dandenongs
Attractive gateway to the Dandenongs not a run-down railway bridge and shops that are mostly derelict – a heritage precinct to be proud of - green and vibrant
We have the essence of a country town because UG is not a housing estate. The area will always be attractive to new young families - make footpaths safe and attractive to serve the population now and into the future
It will be drier and warmer and so will need more rainwater harvesting - better use of stormwater and protection from and coping with Fire
Village & community feel
Family friendly with facilities for young families eg preschool, school & ovals
Encourage visitors but support locals needs first
Child friendly - facilities that attract families to live here
Sporting facilities
A balance between village for locals and an area that attracts tourists

Upper Ferntree Gully - Parking, Roads and Traffic (Workshop 2 – 13 Nov 2014)				
	Workshop 1:	Why is this our experience of UFTG?	Workshop 1:	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value? What's great / not so great?)		(Future vision / aspiration)	
<b>Car parking</b>	Participants identified car parking as being difficult especially around the:		Suggestions included:	
	<ul style="list-style-type: none"> <li>Hospital</li> </ul>		<ul style="list-style-type: none"> <li>Considering high rise parking for hospital &amp; station</li> </ul>	
	<ul style="list-style-type: none"> <li>1000 steps</li> </ul>		<ul style="list-style-type: none"> <li>Replacing existing car yards with car parking for 1000 steps</li> </ul>	
	<ul style="list-style-type: none"> <li>Railway Station</li> </ul>			
	<ul style="list-style-type: none"> <li>School</li> </ul>			
	<ul style="list-style-type: none"> <li>Weekend market</li> </ul>			
<b>Roads &amp; Traffic</b>	Participants emphasised safety concerns:		Suggestions included:	
	<ul style="list-style-type: none"> <li>Eg Quarry Road being unsealed and dangerous due to speed of some vehicles</li> </ul>		<ul style="list-style-type: none"> <li>sealing Quarry Rd</li> </ul>	Seal Quarry Rd
	<ul style="list-style-type: none"> <li>Eg Limited evacuation routes as an alternative to the Highway</li> <li>Eg the Willow Rd / Burwood Highway intersection</li> <li>Eg the Dawson St &amp; Maxi foods entrance are dangerous</li> </ul>		making Mount View Road 2 way (potential evacuation route)	1: Mount View Rd should be 2 way to be an escape route / evacuation route in case of bushfire. On Black Saturday Burwood Hwy was blocked both sides and I was trapped on Alfred St - this is the most bushfire prone area in the world & we need more than 1 escape route. Mt View Rd would be wide enough for two way traffic if it didn't allow parking.

**Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 – 13 Nov 2014)**

	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
	What's great / not so great?)			
<b>Footpaths – safety</b>	Participants emphasised safety concerns: <ul style="list-style-type: none"> <li>about lack of safe footpaths in steep terrain (eg Albert St)</li> <li>about the poor condition of many existing footpaths (North side Burwood highway)</li> </ul>		Suggestions included: <ul style="list-style-type: none"> <li>Paving rather than crushed gravel footpaths - especially around the shopping centre</li> </ul>	{A}: Trains during the day - every half hour is not frequent enough - fire issue. To get out of the area & if miss a train you miss medical appointment & get charged \$50-\$75! Buses should go around extension route every service, night and day for patients / staff of hospital & safety for residents after dark. Buses should connect to train services & not go away early.
				1A: gravel footpath not conducive - Albert St
				2A: parking restrictions in Railway Ave
				3A: Steps at the upper part of Talaskia Rd need to be fixed & levelled - hand rail installed as well.
<b>Footpaths - connectivity</b>	Participants described lack of existing connections via designated pathways		Suggestions included:	1: steps link Andrew St & Townley Place
	Eg conflict between pedestrians & cars:		<ul style="list-style-type: none"> <li>Need to connect houses / shops / Station / Schools / Hospital with paths</li> </ul>	2: steps - Ferndale to Finmere
	<ul style="list-style-type: none"> <li>at the station</li> <li>around Maxifoods</li> </ul>		<ul style="list-style-type: none"> <li>Frequent example: Quarry Rd walking &amp; cycle friendly track to 1000 steps better disability access – ramps</li> </ul>	3: steps Grandview to Townley - important links
	Participants also identified the lack of connections between existing open spaces and also the National Park		<ul style="list-style-type: none"> <li>A footbridge / overpass or underpass linking North &amp; South of Burwood Highway</li> </ul>	4: seal Quarry road - too dangerous. Include traffic management.

**Upper Ferntree Gully – Connectivity & Accessibility (Peds / Vehicles / Public Transport / Bikes) (Workshop 2 – 13 Nov 2014)**

	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
	What's great / not so great?)			
			<ul style="list-style-type: none"> <li>designated walkways within Maxifood &amp; between Maxifoods&amp; Burwood Highway</li> </ul>	5: Pay parking with proceeds going to National Park improvements & no parking along Tourist Rd, Jansleigh, Ferny Creek & adjoining Streets
				Ped / Bike link between Rollings & Talaskia
				6: there should be better lighting along the bike path the entire way especially under the bridge near Woolies.
				7: there should be better lighting along all footpaths or paths for better safety at night when walking home from the train station
<b>Signage – both to welcome &amp; to assist with 'way finding'</b>	Many participants commented on the poor, tired, rusted and ugly existing signage		Suggestions included: <ul style="list-style-type: none"> <li>A smarter Upper Gully Sign – it is old &amp; rusted</li> <li>Better signage to facilities – toilets &amp; station</li> <li>Better signage from station to shops &amp; National Park</li> </ul>	
<i>Additional notes on this map:</i>	<i>Flooding issues at low points on Burwood Hwy</i>	<i>Note: Hospital Parking conflict but economic / service benefit is very important.</i>		<i>Note: investigate congestion at Albert / Johns/ Dawson (Hospital parking) by creating main access in Talaskia?</i>



Upper Ferntree Gully – Public, community and open space (Workshop 2 – 13 Nov 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
	What's great / not so great?)			
<b>Open Space</b>	Participants emphasised the value of flat open space such as Kings Park AND highlighted the need for better connectivity to the National Park		Suggestions included:	1: pedestrian bridge
	Access for locals to 1000 steps is difficult on weekends – seems overused by trainers		<ul style="list-style-type: none"> <li>A call to develop more community based open spaces – community parkland / community garden or food forest</li> </ul>	2: corner land to be garden scape & seating 2B maintain public space
	With homes with steep backyards there was recognition of the role of open space / playgrounds / play spaces in getting kids active		<ul style="list-style-type: none"> <li>Heritage Walks to the National Park</li> </ul>	3: Re-establish the old footpath above stonewall of railway carpark to encourage foot traffic from train to 1000 steps
			<ul style="list-style-type: none"> <li>Developing more useable parkland eg near Quarry Road</li> </ul>	3A: bike path access to Talaskia Road is not a good connection - bike lane or use easement
				4: fire refuge areas we need a safety zone in Upper Gully to go to in case of bush fire (Forest Oak ovals) (Edward St oval)
				5 public space connectivity
				5A Upper Quarry Trek connectivity

Upper Ferntree Gully – Public, community and open space (Workshop 2 – 13 Nov 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
<b>Public /Community space</b>	Participants identified a lack of communal or public space		Suggestions included:	6: railway bridge - paint / decorate & link bike path over highway.
			<ul style="list-style-type: none"> <li>A call for more community oriented spaces – Town square / central play space / community hall</li> </ul>	7: access from shops to market, railway station to shops, 1000 steps access to shops
			<ul style="list-style-type: none"> <li>Clean up &amp; open up behind the Burwood Highway shops to create an interactive open area linking shops &amp; businesses</li> </ul>	Access can be tricky/ conflicts between cars & pedestrians not enough encouragement for visitors to use shops
			<ul style="list-style-type: none"> <li>A rotunda</li> </ul>	

**Upper Ferntree Gully – Visual Amenity and Built Form (the ‘look and feel’) (Workshop 2 – 13 Nov 2014)**

	<b>Workshop 1</b>	<b>Why is this our experience of UFTG?</b>	<b>Workshop 1.</b>	<b>What can we change or influence to achieve our vision for UFTG?</b>
	<b>Where we are now?</b>	<b>What are the causes of this situation?</b>	<b>Where do we want to be?</b>	<b>How can we do this?</b>
	<b>(What do we value?</b>		<b>(Future vision / aspiration)</b>	
	<b>What’s great / not so great?)</b>			
<b>Vista &amp; view</b>	Participants emphasised the importance of the views to the hills from the centre of UFTG		Suggestion:	
			<ul style="list-style-type: none"> <li>Maintain the views of the foothills</li> </ul>	
<b>Built form</b>	Participants frequently commented about ‘eyesores’ such as:		Suggestions included:	1: limit to single storey or no building & encourage greenery & community garden (between Burwood Hwy & Railway line that is currently residential) in lead up to Hilltop Rd / Railway Station)
	<ul style="list-style-type: none"> <li>Railway Bridge</li> </ul>		<ul style="list-style-type: none"> <li>‘Gateway’ – rail bridge beautification opportunity</li> </ul>	2: improve escape route - look at road management to open & close traffic lanes ie lose lanes heading up to the Dandenong’s and increase lanes heading away from the emergency.
	<ul style="list-style-type: none"> <li>Car Yards - the mish mash of retail &amp; light industrial</li> </ul>		(Art, mural, Welcome sign	3: Maintain the hills views - no buildings taller than 2 stories behind the train station or in front the train station
	<ul style="list-style-type: none"> <li>Graffiti</li> </ul>		<ul style="list-style-type: none"> <li>Filling empty shops - community uses or pop ups</li> </ul>	Limit building heights to 3 storey
	<ul style="list-style-type: none"> <li>Station &amp; surrounds – especially rusty signage</li> </ul>		<ul style="list-style-type: none"> <li>Creating a village like feel – verandahs / overhangs at the shopping centre</li> </ul>	Commission some street art like the CFA have done as it reduces graffiti

	<ul style="list-style-type: none"> <li>Royal Hotel – especially the rear</li> </ul>		<ul style="list-style-type: none"> <li>Shop top housing but limited height (2-3 storeys) so that no one's views are diminished - do not want high rise</li> </ul>	Consider steeped back verandahs & balconies on shop top housing
	<ul style="list-style-type: none"> <li>General tiredness &amp; shabbiness demonstrated by empty shops</li> </ul>			
<b>Heritage Character</b>	Participants frequently commented that there is already UFTG 'heritage & soul' in some existing buildings and were keen to have buildings like royal Hotel / visitor Info Centre & Pinnacle Café protected		<p>Suggestions included:</p> <ul style="list-style-type: none"> <li>Maintain existing character – we don't want to be Boronia or Bayswater</li> <li>Have heritage boards around the town explaining the history of the area</li> </ul>	Extend Pinnacle Café opening hours - always seems closed during the week

Upper Ferntree Gully – Centre specific opportunities (Workshop 2 – 13 Nov 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
	What's great / not so great?)			
<b>Access to retail variety</b>	Participants generally appreciated good access to variety within the Ferntree Gully Plaza – supermarket / PO / Chemist / Take Away - all conveniently located		Suggestions included:	Need a GPO - we have the Hospital / specialists but no GP - closest is Belgrave & Knox. A Ferntree Gully medical centre that is not accepting new patients
			<ul style="list-style-type: none"> <li>• More retail diversity – arts / cafes / restaurants / boutique shops / fruit &amp; veg / community bank</li> </ul>	1: closed Dr surgery now a childcare service (Dawson St)
			<ul style="list-style-type: none"> <li>• Greater spread of opening times for eateries</li> </ul>	2: Footpath access through car park to Maxi is a bit dangerous (Dawson Street)
				3: thoroughfare from William St on foot a bit of wasted space / dark & dangerous at night
				4: pedestrian access to Maxi is dangerous on this side
				6: retail development should reflect the heritage style of the area ie no concrete block shops
				7: rear of car yards in William street is quite ugly and deTracts from the cottage feel of the street



Upper Ferntree Gully – Centre specific opportunities (Workshop 2 – 13 Nov 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
				8: footpaths on high side of the street are not paved, each resident maintains their own track at front of property - some better than others . Pedestrian access along here with bikes / prams is quite difficult. There is no path or track on the low side, just mud tyre tracks from the postie. (Albert St)
				No McDonalds - no multi-national corporations like McDonalds - only accept small / medium size companies in area.
				No multi-national companies - ie McDonalds, Subways, Pizza Huts - you know who they are!!
<b>Landscaping in and around centre</b>	Not enough!		Suggestions included:	Issue with mature trees being cut down on private properties in area changing the look of the overall landscape.
			<ul style="list-style-type: none"> <li>seated garden areas</li> <li>flowerbeds</li> </ul>	Would prefer to avoid multi-level parking structures in the area but not at the expense of other green areas to increase parking spaces.
			<ul style="list-style-type: none"> <li>low lying native greenery (large bushes are a safety issue – visually &amp; personally)</li> </ul> more street trees	5: There should be no higher development than the height of the Royal Hotel (No more than 3 stories) It should have recessed balconies back from the streetscape

Upper Ferntree Gully – Centre specific opportunities (Workshop 2 – 13 Nov 2014)				
	Workshop 1	Why is this our experience of UFTG?	Workshop 1.	What can we change or influence to achieve our vision for UFTG?
	Where we are now?	What are the causes of this situation?	Where do we want to be?	How can we do this?
	(What do we value?		(Future vision / aspiration)	
				To increase tourism on weekends in Shopping Centre & strip shops . Encourage art galleries / art supply shops/ craft / gift shops / specialty shops similar to the shops in the Dandenong's eg Olinda

Your Vision :
Walking steps alongside Bellview Terrace - it's used by CFA vehicles but it is dangerous / slippery to walk down.
Largely the same with some improvements - beautiful views of the hills from everywhere, a streetscape no taller than 3 stories (no higher than the Royal Hotel) lots of little shops with heritage style architecture made of red brick, some cafes with outdoor tables, residential areas with low density, big blocks, well lit bike paths & footpaths. The suburb would also have better public transport access to employment hubs eg direct bus / train route to Monash Uni Clayton.
Largely the same with trees - more trees - native trees, native plants & more native flowers
No more gum trees - these are not good in fires!

## **Appendix D - Additional Email feedback following Workshop 2**

Email:

Further to the UFTG plan Workshop Two held last week, I would also like to mention some other points which I omitted to include at the workshop. Could you please pass them on for consideration?

**Shops:** Should have an interface with the street. Shops should not be blocked out behind covered up windows as is the case for some shops at present.

**Colour Schemes:** It would be preferable that the shops have an attractive subdued colour scheme rather than a unconsidered approach for each premises which does not contribute to the overall appearance of the shopping strip on Burwood Highway.

Pathways or replacement of concrete areas should be in a subdued grey colour rather than mixing old concrete areas with bright white concrete which gives a 'hotch potch' look

**Landscaping:** The area adjacent to the traffic lights at UFTG station which is currently full of dilapidated signage could be beautified. Old disused signage boards which are currently unused and rusted should be removed. New signage should not be permitted as it will only contribute to more ugly signage in the future which is one of the problems which has been mentioned at the workshops.

### **Burwood Highway/Willow Road:**

I understand that Council is probably not responsible for the new service road entry on to Burwood Hwy near Willow Road which was recently completed. This work was undertaken to reduce possible accidents. However, the new road is dangerous because of the steep angle and it does not allow sufficient time for traffic merging into Burwood Highway to then indicate and turn left into Willow Road. The new white concrete appearance is an example of what Council should avoid.

### **Re: Proposed upgrade to Upper Ferntree Gully Shopping Strip and Surrounds.**

A statement made quite often during the night was 'keep the village atmosphere' 'community atmosphere' etc. When it is all put into one, these expressions are all the same, unfortunately it was the aged community using such expressions. The Council has expressed a desire to make changes that will last for 30/40 years, we seem to miss the fact most of those seeking community/village atmosphere won't be around in 30/40 years, and therefore we need to include Children into any development plans. We do not seem to have in Upper Ferntree Gully any community children's neither playgrounds which provide activities – unlike a Thomas Street Playground (Hampton), nor an activity park for both children and adults. Nor do we have safe Pedestrian walkways. These two critical points should be included into any proposed upgrade. Unfortunately short of buying the Maxi Car-park at the top of Rose St I struggle to see anywhere a Childs playground or entertainment area could be placed.

**Number 1 criteria** would be to build a multi-storey car-park at the Hospital, but alas this is outside Councils ability – putting the notion to the State Government would be thoughtful and timely.

I would like to propose the following upgrades:

- The following intersections need urgent attention:
- Rollings, Burwood Highway, Burwood Highway Service Road and Talaskia Road
- I suggest the closing of the entrance to the Service Road from Burwood Highway/Talaskia Road Rollings at this point moving the entrance to the Service Lane is 5 – 10 meters down Burwood Highway towards the Royal Hotel, this makes direct access to service road from Burwood Highway. Existing entrance closed and tree plantation area provided.

- I suggest the removal of all 5 Tress currently growing in the gutters along the Service Road of the Burwood Highway, these should be replaced with native tress in the nature strip along Burwood Highway.
- Close Rose Street onto the Burwood Highway. Join both nature strips, planting more trees. It would mean traffic from the Service Lane and Rose Street would have to exit at traffic lights on the corner of Dawson and Burwood Highway. Cars could only turn left from Rose Street into the Service Lane. To reduce speed on the Service Lane, change the surface to a 'Cobble Stone' effect. In removing the exit from Rose Street currently onto Burwood Highway, allows a further 10 parking spaces to be provided.
- The Railway Bridge over Burwood Highway, everyone agrees is an eyesore , if the Council takes its existing plans from the Bike overpass at Burwood Highway and Wantirna Road this beautification of the Railway Bridge on Burwood Highway would certainly improve visual effect .

The Council seriously needs to address:

- The 'overgrown' bike paths that already exist between the Railway station and the end of the railway car-park.
  - The 'overgrown' areas around the information centre
  - To remove the oversized and non-maintained signs from the Railway side of Burwood Highway at the entrance of Willow road through to the railway car-park.
  - Remove the entrance to Talaskia Road immediately after the railway bridge from Burwood Highway.
  - Install (perhaps at the end of Rose Street) an overpass (for Pedestrians and Bikes) from the Service Lane to the Railway Car-park on Burwood Highway. A similar overpass should also be built at the Railway Car-park end and the Service Road at Willow Road.
  - The Railway Bridge, proposed new overpasses could all be decorated with the same construction at the existing Bike Bridge at Burwood Highway/Mountain Highway however these three new pieces should have a light display to enhance them of a night time perhaps they could welcome people to the Ranges and say Goodbye from the Ranges.
  - Pedestrian traffic is at danger near the old Commonwealth Bank and Maxi's and The Royal Hotel Car-park. There is a lane way that runs at the rear of the strip shops, however it is not distinguished by any markers, there have been serious accidents occur, to eliminate perhaps a retaining wall or something to separate Pedestrians and Cars – could be built.
  - I hope these suggestions are constructive and within budget, the only element which I have not included is 'Street Art' – I am neither for nor against such expenditure provided it is last on the list. I really do not think Art should take precedence over the street environment. Children and users of the area.
1. No alteration to existing parking hours
  2. Footpaths to be .5m wider/ levelled and distinguishable from the road way say making them from bricks
  3. Improved and more heritage street lighting

## ***Appendix E - Collated Data Set from Workshop 3***

- Category 1 - Connectivity and Accessibility (Pedestrians / Public Transport / Bikes)
- Category 2 - Public, Community and Open Space
- Category 3 - Parking, Roads and Traffic
- Category 4 - Visual Amenity and Built Form
- Category 5 - Land Use



## Potential Strategies

### Category 1 - Connectivity and Accessibility (Pedestrians / Public Transport / Bikes)

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
A1	Advocate for VicTrack and Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	<ul style="list-style-type: none"> <li>The train station is a thriving and attractive transport hub for locals and visitors.</li> <li>The station is accessible to all users.</li> </ul>	<ul style="list-style-type: none"> <li>24 YES</li> <li>3 NO</li> </ul>	<ul style="list-style-type: none"> <li>5 LOW</li> <li>10 MEDIUM</li> <li>10 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Access is easy as pedestrian crossing connects to station.</li> <li>Something's there already.</li> <li>Many people visit by train – Dandenongs – a lovely view/scenery along track on entry to station is therapeutic.</li> <li>Bus stop is obvious. Cycle track not so much.</li> <li>Station and bus terminal must be a central hub.</li> <li>Dangerous during peak times.</li> <li>Safety!</li> <li>Important for pedestrians and cyclists to feel safe in the station vicinity.</li> <li>I pass through twice a day and dodging cars due to unclear priority is no fun.</li> <li>Clean up – the smell!</li> <li>Lights.</li> </ul>
A2	Advocate for VicRoads to enhance pedestrian connections between the town centre and the railway	<ul style="list-style-type: none"> <li>Safe and convenient access is provided to community facilities and public transport.</li> </ul>	<ul style="list-style-type: none"> <li>26 YES</li> <li>1 NO</li> </ul>	<ul style="list-style-type: none"> <li>2 LOW</li> <li>9 MEDIUM</li> <li>13 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Existing pedestrian crossing.</li> <li>Something's there already.</li> <li>There is an existing pedestrian crossing with a crossing person monthly.</li> <li>Various options underpass for bicycles, pedestrians, wheelchairs</li> <li>As above but drivers better behaved.</li> <li>The connectivity is dangerous now.</li> <li>Difficult access with Burwood Highway.</li> <li>Crossing Burwood Highway must be easy – elderly.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	station.				<ul style="list-style-type: none"> <li>• Make green lights longer to cross.</li> <li>• Bus timetable to have evening time too.</li> </ul>
<b>A3</b>	Work with the Ferntree Plaza Shopping Centre to provide prioritised and direct pedestrian access through the car parks.	<ul style="list-style-type: none"> <li>• Safe and connected access is provided for all.</li> </ul>	<ul style="list-style-type: none"> <li>• 22 YES</li> <li>• 4 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 7 LOW</li> <li>• 6 MEDIUM</li> <li>• 10 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Something's there already.</li> <li>• People will take fastest route from their vehicles.</li> <li>• No pedestrian walk through car park.</li> <li>• Mainly needed for car park on Burwood Highway.</li> <li>• Good luck with that!</li> <li>• Currently confusing – unsafe – walking in from service road and through car park and with plaza entries from Dawson Street to footpaths.</li> <li>• General access close to shops must be safe.</li> <li>• Unsafe to drive towards Dawson Street.</li> <li>• Mark by lines for pedestrian.</li> </ul>
<b>A4</b>	Consider the provision of fitness and exercise stations at key locations along Ferny Creek trail to encourage an active and healthy lifestyle.	<ul style="list-style-type: none"> <li>• Health and active community.</li> </ul>	<ul style="list-style-type: none"> <li>• 17 YES</li> <li>• 7 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 13 LOW</li> <li>• 7 MEDIUM</li> <li>• 3 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Is a target for vandalism? Not a focus for locals.</li> <li>• Minimal cost, encourages healthy lifestyle, spontaneous social interaction.</li> <li>• Exercise stations don't get used unless on the coast in obvious places.</li> <li>• Perhaps also for Talaskia Road path up the hill.</li> <li>• Would support if funding not taken from other initiatives.</li> <li>• Yes! Make UFTG a natural fitness hub. This would be a very welcome thing to encourage locals, but also those interested in fitness who come to Upper Gully for the thousand steps.</li> <li>• Fitness stations could be around Kings Park Reserve.</li> <li>• Rather have around King Park Rec. Centre.</li> <li>• While fitness is important, I'm not sure that this sort of thing is important.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
A5	Provide consistent signage to help people find their way to and from key destinations within Upper Ferntree Gully.	<ul style="list-style-type: none"> <li>Safe and connected access is provided for all.</li> </ul>	<ul style="list-style-type: none"> <li>23 YES</li> <li>3 NO</li> </ul>	<ul style="list-style-type: none"> <li>5 LOW</li> <li>7 MEDIUM</li> <li>12 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>It is already obvious to locals.</li> <li>Must be tastefully done. Develop a theme for UFTG.</li> <li>Attractive signage please.</li> <li>Signage to be environmentally friendly.</li> <li>As long as they look 'village appropriate'.</li> <li>Promote alternative paths to 1000 steps (for example).</li> <li>To 1000 steps.</li> <li>Needs to be relevant and tasteful.</li> <li>Consistent signage in Victoria!!</li> <li>Extra signage along Burwood (city-side) Highway alerting people – parking at UFG RS for market (weekends).</li> <li>But needs to be consistent across state.</li> </ul>
A6	Ensure town centre streetscape works across the town centre focus on prioritising pedestrian movement with wide footpaths, pedestrian priority at intersections and maximising access for people with	<ul style="list-style-type: none"> <li>Safe and connected access is provided for all.</li> <li>Upper Gully Centre is a pedestrian and cycle friendly environment</li> <li>Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>24 YES</li> <li>3 NO</li> </ul>	<ul style="list-style-type: none"> <li>6 LOW</li> <li>7 MEDIUM</li> <li>10 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>This is not important until there is a need for increased dining areas. No use making wide paths until better mix of shops exists.</li> <li>Aim for attractive paving, but flat surface – not cobblestone effect – too many falls.</li> <li>Footpath widths generally ok. Surfaces are mismatched and need upgrading.</li> <li>On an average week (7 days) pedestrian street traffic is low. Very low.</li> <li>Important to also make it distinctive, unique and connected to UFTG/Foothills environment and landscape.</li> <li>Pram access to make the area family friendly.</li> <li>Just good sense!</li> <li>How do you widen footpath.</li> <li>For pedestrian/disability access and widening footpaths.</li> <li>Current pathways and landscaping confusing – paths uneven – lack of footpaths in some routes for those with mobility issues – forced</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	limited mobility.				<p>to travel on road (unsafe).</p> <ul style="list-style-type: none"> <li>• This also needs better lighting at night for improved personal safety.</li> <li>• Already there.</li> <li>• Access into town centre from Dawson Street runs straight through pedestrian access into shopping centre.</li> <li>• Try to walk from Forest View Lane!</li> </ul>
<b>A7</b>	Advocate for Tourism Victoria to promote alternative access to 1000 steps and consider improvements to the Belgrave-Ringwood Rail Trail to enhance the journey.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to existing recreation facilities including Kings Park and 1000 steps.</li> <li>• Upper Gully's tourism function celebrates its role as the gateway for tourists visiting the Dandenong Ranges.</li> </ul>	<ul style="list-style-type: none"> <li>• 24 YES</li> <li>• 1 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 1 LOW</li> <li>• 7 MEDIUM</li> <li>• 16 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• But important to retain 'bush' feeling.</li> <li>• Parking urgent for 1000 steps.</li> <li>• What does alternative mean?</li> <li>• Getting dangerous on the Tourist Road, very crowded.</li> <li>• Very necessary.</li> <li>• Problems with cars - + lack of parking – high use – restricts access for walkers (vs fitness fanatics).</li> <li>• A good proper path between station and National Park.</li> <li>• Alternate car parks located in UFTG for mums/workers to use.</li> <li>• This is a long term aspiration.</li> <li>• No parking or minimise parking on tourist road.</li> </ul>
<b>A8</b>	Advocate for a bicycle infrastructure at key destinations.	<ul style="list-style-type: none"> <li>• Upper Gully Centre is a pedestrian and cycle friendly environment.</li> <li>• Safe and connected access is provided for all.</li> </ul>	<ul style="list-style-type: none"> <li>• 17 YES</li> <li>• 8 NO</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• 8 LOW</li> <li>• 9 MEDIUM</li> <li>• 6 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Good dollar value for many aspects.</li> <li>• Most available at destinations I visit.</li> <li>• Signage.</li> <li>• May help reduce parking congestion at 1000 steps.</li> <li>• I don't ride.</li> <li>• Encourage cyclists.</li> <li>• This would be helpful in alleviating parking and traffic congestion.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<ul style="list-style-type: none"> <li>• Create BBQ area for picnics after exercise.</li> </ul>
A9	Provide a high level of pedestrian amenity along key street into the town centre street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	<ul style="list-style-type: none"> <li>• Safe and connected access is provided for all.</li> <li>• Upper Gully Centre is a pedestrian and cycle friendly environment.</li> <li>• A range of conveniently located and high quality amenities are provided within the Centre for both visitors and locals including public toilets, seating and drinking fountains.</li> </ul>	<ul style="list-style-type: none"> <li>• 24 YES</li> <li>• 0 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 1 LOW</li> <li>• 5 MEDIUM</li> <li>• 17 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Tree planting for shade around maxi should be encouraged.</li> <li>• Make sure appropriate trees are planted, with relevance to 'native' and safety.</li> <li>• The few seats along there don't get used and badly need painting.</li> <li>• Encourage locals to walk around the town centre.</li> <li>• Pretty good already.</li> <li>• This should also include better lighting at night for added personal safety.</li> <li>• Cycling is important but we need to ensure that like cars, we provide facilities for bikes that are safe for pedestrian.</li> </ul>
A10	Improve the Ferny Creek trail and connecting on-street shared path with signage, landscaping and clear pedestrian and cyclist's priority at road intersections.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• Safe, and connected pedestrian and cycle access is provided for all.</li> </ul>	<ul style="list-style-type: none"> <li>• 21 YES</li> <li>• 4 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 7 LOW</li> <li>• 12 MEDIUM</li> <li>• 4 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• No paling fences for graffiti reasons. Seats encourage undesirables. I know this from direct experience with my property.</li> <li>• Low dollar cost for effectiveness.</li> <li>• Depends on how many users are serious cyclists vs casual users. Yes to landscape, always!</li> <li>• Seats were there before and vandalised and removed. Landscaping very important.</li> <li>• Seems ok to me.</li> <li>• Already pretty good. Don't waste time/money.</li> <li>• Laneway graffiti – painted over, and murals painted.</li> <li>• It must be pleasant when you walk down a path.</li> </ul>



Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
A11	Investigate the opportunity to provide a pedestrian overpass adjacent to the railway bridge and across Burwood Highway to link to Upwey and nearby trails.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• Safe and connected pedestrian and cycle access is provided for all.</li> </ul>	<ul style="list-style-type: none"> <li>• 21 YES</li> <li>• 6 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 6 LOW</li> <li>• 6 MEDIUM</li> <li>• 12 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Cost not justified for amount of users.</li> <li>• ‘Connectivity’, ‘melting’ from one area to another to be attractive – a surprise around the corner feeling.</li> <li>• This would possibly increase pedestrian and cycling access and opportunity for impressive gateway and co-locate with Railway Bridge.</li> <li>• Wouldn’t be used.</li> <li>• Really needs to be well connected to the town core if this occurs.</li> <li>• Not sure this would be safe but better pedestrian access is definitely needed.</li> <li>• Access possible via lights, not a lot of demand.</li> <li>• This would be sensational.</li> <li>• This is a good idea or lights etc. BUT we also need something similar right at the station/shops intersection.</li> <li>• This sounds like a great new initiative to link UFTG to Upwey and nearby trails, am all for it.</li> <li>• Link an underpass to connect a link to 1000 steps/railway station</li> <li>• Community.</li> <li>• Great idea – overpass!</li> <li>• Long term aspiration.</li> </ul>

## Category 2 - Public, Community and Open Space

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
<b>B1</b>	Enhance Peregrine Heights Reserve (Quarry Park) as a major recreational asset for the broader community by continuing to implement planned works for the park. Improve pedestrian and cycle access to the park and investigate the potential for the park to be used as an event space that makes the most of the unique landscape setting.	<ul style="list-style-type: none"> <li>Quarry Road provides safe access for both vehicles and pedestrians between the train station, Quarry Park and surrounding residential areas.</li> <li>A network of high quality public spaces provides places for all people to appreciate, enjoy and socialise in.</li> <li>Local events bring the community together and create a sense of pride and belonging.</li> </ul>	<ul style="list-style-type: none"> <li>23 YES</li> <li>2 NO</li> </ul>	<ul style="list-style-type: none"> <li>5 LOW</li> <li>13 MEDIUM</li> <li>6 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Priority/cost may mean tackling in stages over longer timeframe.</li> <li>Sounds great but can Quarry Rd accommodate this – increased car use.</li> <li>Signage for Quarry Rd on trails, nobody hardly uses it at the moment.</li> <li>Consideration to provide parking is essential. Seal Quarry Road and install speed calming furniture.</li> <li>Depends on Quarry Road being made, footpaths and parking. Good idea though.</li> <li>Great potential.</li> <li>Make road 'speed humps'.</li> <li>Seal Quarry Road now. Where is the public parking to access the reserve?</li> <li>Seal Quarry Road.</li> <li>Encourage faster/further green amenities and recreation facilities.</li> <li>This park is already quite nice so not a priority for me.</li> <li>Love local events, more would be great.</li> <li>Without easy access across Burwood Highway, this won't be of any use.</li> <li>First, solve the railway crossing.</li> </ul>
<b>B2</b>	Encourage properties abutting the Ferny Creek trail to address the creek	<ul style="list-style-type: none"> <li>People are provided with good public amenity where they feel safe to use public spaces and</li> </ul>	<ul style="list-style-type: none"> <li>16 YES</li> <li>10 NO</li> </ul>	<ul style="list-style-type: none"> <li>11 LOW</li> <li>6 MEDIUM</li> <li>5 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Paling fences should be discouraged for aesthetic reasons and graffiti.</li> <li>May need to be community/organisational</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	with uses that enhance passive surveillance	access routes both during the day and at night.			<p>support eg provide shrubs.</p> <ul style="list-style-type: none"> <li>• Encourage mesh fences.</li> <li>• High blocks so pointless.</li> <li>• This is a great asset and improving the perception/feel of this asset would be great.</li> <li>• I don't understand what this is about.</li> <li>• Safe access will increase use.</li> <li>• Haven't felt there's an issue.</li> <li>• ?? Realistic??</li> <li>• Keep trail well maintained free of broken glass and hazards.</li> <li>• I never felt safe around those areas.</li> <li>• Once the trail is a great look, however, developers will add to their developments.</li> </ul>
<b>B3</b>	Enhance the Ferny Creek trail as a major recreational and environmental corridor that connects residents and visitors to major parks, schools and the town centre	<ul style="list-style-type: none"> <li>• A network of high quality public spaces provides places for all people to appreciate, enjoy and socialise in.</li> </ul>	<ul style="list-style-type: none"> <li>• 19 YES</li> <li>• 5 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 7 LOW</li> <li>• 10 MEDIUM</li> <li>• 7 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Should be an environmental corridor not for recreation. Encourages undesirables to linger. My property adjoins this track and I speak from experience.</li> <li>• Look forward to 'using it'.</li> <li>• Sounds fantastic.</li> <li>• Not used very much at moment.</li> <li>• Schools need to be well connected to allow students to walk/bike to school.</li> <li>• Already good space.</li> <li>• The bike path is great but needs maintenance between FTG Rec Reserve and the Netball Centre.</li> <li>• Agreed.</li> </ul>
<b>B4</b>	Investigate opportunities	<ul style="list-style-type: none"> <li>• A village square / street offers</li> </ul>	<ul style="list-style-type: none"> <li>• 19 YES</li> </ul>	<ul style="list-style-type: none"> <li>• 2 LOW</li> </ul>	<ul style="list-style-type: none"> <li>• Insufficient space in town centre and would</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	to provide a civic space / street within the town centre to allow for community events and gathering.	space in the heart of the town for public events and gathering throughout the year.	<ul style="list-style-type: none"> <li>• 6 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 5 MEDIUM</li> <li>• 15 HIGH</li> </ul>	<p>cause more congestion.</p> <ul style="list-style-type: none"> <li>• Sounds fun. ‘Busking’?</li> <li>• But where would you find the space.</li> <li>• Investigate improved design/utilisation of the parking areas/tourist building at station. Consider moving tourist info centre – open the whole area up would enable greater connection to the town centre.</li> <li>• Important to have a clear town centre to build on the village/community feel.</li> <li>• For me.</li> <li>• Have a couple King Park Talaskia.</li> <li>• Council should consider land purchase if feasible.</li> <li>• Needs to be in proximity to the rail station transport and local shops/maxi plaza – so to utilise car parking and Burwood Highway and residential streets and walking tracks.</li> <li>• Absolutely agree.</li> <li>• For festivals/occasions. Help community development.</li> <li>• Providing other activities to encourage people into the town centre will have them use the shops.</li> <li>• Some ideas are good, but cost too much.</li> </ul>
<b>B5</b>	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a	<ul style="list-style-type: none"> <li>• The Upper Gully Centre is a friendly environment for kids and youths.</li> <li>• Play facilities are provided</li> </ul>	<ul style="list-style-type: none"> <li>• 24 YES</li> <li>• 1 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 3 LOW</li> <li>• 8 MEDIUM</li> <li>• 10 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Play opportunities should be in parks not town centre. Insufficient space.</li> <li>• Provided area does not become a ‘negative’ atmosphere with inappropriate (rest of</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	place for children and the youth.	throughout Upper Gully, providing places for children to come together, socialise and play and reinforcing its local character.			<p>comment is cut off by scanner)</p> <ul style="list-style-type: none"> <li>• Play facilities at Talaskia reserve. Talaskia playground good but not used that much.</li> <li>• More play facilities for children to encourage/keep young families in the area.</li> <li>• Probably important.</li> <li>• We have them.</li> <li>• Family facilities also – not sporting facilities. Park on property in Mount View Road where derelict house is.</li> <li>• Kids are now greener</li> <li>• The Talaskia pavilion to UFTG children and youths.</li> <li>• Who is supervising the park? Parents working all week.</li> <li>•</li> </ul>
B6	Provide public art, paving, lighting and furniture within streets and civic spaces in the town centre that expresses Upper Ferntree Gully's unique identity.	<ul style="list-style-type: none"> <li>• Public art is valued within Upper Gully and reflects themes relevant to the community.</li> </ul>	<ul style="list-style-type: none"> <li>• 20 YES</li> <li>• 2 LOW</li> </ul>	<ul style="list-style-type: none"> <li>• 3 LOW</li> <li>• 7 MEDIUM</li> <li>• 13 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• How will vandalism be controlled on public art to avoid high maintenance?</li> <li>• Lots of options/themes can be explored.</li> <li>• To help the small businesses and attract new ones.</li> <li>• Comments about emphasis required in aspirations above lighting, furniture, improved pavements.</li> <li>• Please be careful about light pollution with lighting.</li> <li>• Hope this is what we get. As business owner area needs this.</li> <li>• No public art. Develop the existing</li> </ul>



Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<p>plantation plus the walkway between Burwood Highway and William Street.</p> <ul style="list-style-type: none"> <li>• Street statues (quirky to make you smile and stay awhile).</li> <li>• The aspiration should include attractive street paving, lighting and furnished seating – not street art.</li> <li>• Amphitheatre for carols at UFTG or outdoor music nights in summer. Plenty of local artists to contribute.</li> <li>• Yes we need an area for public art and street art possibly around Rose Street.</li> <li>• It could enhance our visual appeal further and make it even better for us and could entice more tourists.</li> <li>• To add character! Develop its uniqueness.</li> <li>• Public art is good for the soul.</li> <li>• More art, lights (solar), seats.</li> <li>• It would be nice but most things get damaged.</li> <li>•</li> <li>•</li> </ul>
<b>B7</b>	Enhance Talaskia Reserve through this planning process with a focus on improving connections, enhancing its environmental and landscape function, and making it a more useable	<ul style="list-style-type: none"> <li>• A network of high quality public spaces provides places for all people to appreciate, enjoy and socialise.</li> <li>• Safe and convenient access is provided to community facilities and public transport.</li> </ul>	<ul style="list-style-type: none"> <li>• 21 YES</li> <li>• 5 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 6 LOW</li> <li>• 9 MEDIUM</li> <li>• 7 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Connections are satisfactory.</li> <li>• Great for visitors needing ‘time out’ from visiting patients in Angliss.</li> <li>• Feels privatised by sporting groups.</li> <li>• Maybe BBQs.</li> <li>• Seems pretty good to me.</li> <li>• Road network.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	to adjoining uses and residents through improved facilities.	<ul style="list-style-type: none"> <li>Flood risks are appropriately managed and mitigated, while enhancing the environmental qualities of the drainage system.</li> </ul>			<ul style="list-style-type: none"> <li>What about community using the buildings and space for activities etc.</li> <li>Already nice.</li> <li>But not for lease (for UPWEY) for use for our children and youths.</li> <li>Clean footpath would be nice (Talaskia Road).</li> </ul>

### Category 3 - Parking, Roads and Traffic

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
<b>C1</b>	Investigate improvements to Quarry Road to provide safe connections to and from Peregrine Heights Reserve (Quarry Park)	<ul style="list-style-type: none"> <li>Quarry Road provides safe access for both vehicles and pedestrians between the train station, Quarry Park and surrounding residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>21 YES</li> <li>5 NO</li> </ul>	<ul style="list-style-type: none"> <li>3 LOW</li> <li>11 MEDIUM</li> <li>6 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Sealing road likely to increase vehicle speed.</li> <li>Make it more obvious.</li> <li>Quarry Road needs to be sealed.</li> <li>Would be great to be easy to walk there!</li> <li>How will it be managed?</li> <li>Seal the road.</li> <li>Seal the road.</li> <li>Need to seal Quarry Road ASAP.</li> <li>If you want to promote Peregrine then this must happen.</li> </ul>
<b>C2</b>	Advocate for VicRoads to improve safety around the intersection of Willow Road and Burwood Highway, and the service road.	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>	<ul style="list-style-type: none"> <li>23 YES</li> <li>3 NO</li> </ul>	<ul style="list-style-type: none"> <li>2 LOW</li> <li>6 MEDIUM</li> <li>16 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>It is more dangerous now. It is also ugly with white concrete.</li> <li>Safety.</li> <li><b>** VERY HIGH PRIORITY.</b></li> <li>With Mount View Road being one way, many local traffic movements occur at this intersection – recent changes have improved it however it’s still a sharp turn at a relatively high speed environment on Burwood Highway.</li> <li>This intersection is dangerous!</li> <li>Not aware of issues.</li> <li>Latest State Govt redesign does not work!</li> <li>Recent changes to this intersection are disastrous – needs a slip lane or a service</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<p>lane.</p> <ul style="list-style-type: none"> <li>• Current changes are dangerous and inadequate.</li> <li>• Already much better.</li> <li>• Very dangerous.</li> <li>• Safety of all roads around the Town Centre is essential.</li> <li>• Last change is wrong (service road cut down).</li> </ul>
<b>C3</b>	Investigate improvements to Mount View Road to enhance parking and vehicle movements.	<ul style="list-style-type: none"> <li>• Parking along Mount View Road does not adversely impact on the amenity of surrounding residents.</li> <li>• The street network provides clear and simple access between residential neighbourhoods and services.</li> </ul>	<ul style="list-style-type: none"> <li>• 20 YES</li> <li>• 4 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 4 LOW</li> <li>• 8 MEDIUM</li> <li>• 8 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• See comment parking elsewhere.</li> <li>• But not a problem at the moment.</li> <li>• Same suggestion of two way Mount View Road for alternative access.</li> <li>• This is filled with hospital staff parking.</li> <li>• Perhaps reverse one way for ease of evac in fire.</li> <li>• I actually don't think there's an issue although emergency vehicles may be hindered.</li> <li>• What can be done.</li> <li>• Consider parking restrictions/timed parking.</li> <li>• Absolutely! It should be a two-way street, it is certainly wide enough to allow it in order to be another way out in event of bushfire.</li> <li>• Another car park. Not roadside parking.</li> <li>• The whole of ....movements and parking must be observed to get more pedestrians</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					(tourists) into and using Town Centre. <ul style="list-style-type: none"> <li>Open the road for two way. No parking, only 10 minutes.</li> </ul>
<b>C4</b>	Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from the Burwood Highway.	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>	<ul style="list-style-type: none"> <li>24 YES</li> <li>1 NO</li> </ul>	<ul style="list-style-type: none"> <li>2 LOW</li> <li>5 MEDIUM</li> <li>16 HIGH</li> <li></li> </ul>	<ul style="list-style-type: none"> <li>Many more night time commuters on trains, so important.</li> <li>Close access from Eastbound Burwood Highway to Maxi car park.</li> <li>Car park entrance to where? Shopping centre Maxi?</li> <li>No clear pedestrian access at present.</li> <li>Sensor should be used to the first opening in the medium strip to allow vehicles turning, doing U-turn.</li> <li>Poorly made intersection upgrade.</li> <li>Right turn arrow from Burwood Highway to Dawson Street needs to be on longer peak hour in the morning.</li> <li>Improve entrance from Burwood Highway.</li> <li>The U-turn into Maxi must go. It is dangerous for pedestrians and traffic turning left onto Burwood Highway from Dawson Street.</li> <li>No easy pedestrian access to Maxi.</li> </ul>
<b>C5</b>	Advocate for VicRoads and Parks Victoria to manage parking along Mount Dandenong Tourist Road	<ul style="list-style-type: none"> <li>Car parking to 1000 steps is safe and adequately provides for weekend usage.</li> </ul>	<ul style="list-style-type: none"> <li>24 YS</li> <li>1 NO</li> </ul>	<ul style="list-style-type: none"> <li>3 LOW</li> <li>2 MEDIUM</li> <li>18 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Long overdue.</li> <li>One Tree Hill Road a better solution. Parks Vic needs to explore permit for PT and sports groups to reduce pressure.</li> </ul>



Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	to enhance safety for pedestrians, cyclists and motorists.				<ul style="list-style-type: none"> <li>• Very dangerous at the present time accidents every weekend practically.</li> <li>• Parks Victoria need to increase parking volume within the park.</li> <li>• Encourage alternative options .... for car parking at train station and after underutilised areas on weekends ie school car park – improve signage/info at 1000 steps to inform people of 5 minute walk to train ... (cut off by scanner)</li> <li>• Road parking not safe.</li> <li>• Get cars off Mt Dandenong Tourist Road – good thing.</li> <li>• How.</li> <li>• This is out of control.</li> <li>• Open up land at entrance to park for car parking – it used to be a rough dirt are open to car parking.</li> <li>• Safety is essential to a people friendly community.</li> <li>• Bullshit – why do they park on tourist road!!</li> </ul>
<b>C6</b>	Utilise landscape treatments and wayfinding to define key roads and help people find their way to key destinations in Upper Ferntree Gully.	<ul style="list-style-type: none"> <li>• The street network provides clear access between residential neighbourhoods and services.</li> </ul>	<ul style="list-style-type: none"> <li>• 21 YES</li> <li>• 4 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 6 LOW</li> <li>• 13 MEDIUM</li> <li>• 4 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Aesthetically pleasing, needed.</li> <li>• Awesome.</li> <li>• New atTractive signage.</li> <li>• Not sure are we big enough for this to be necessary.</li> <li>• Needs to be relevant and tasteful.</li> <li>• Many visiting cyclists do not know where</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					bike trail is. <ul style="list-style-type: none"> <li>Look for my street Forest View Lane (formerly George in UFTG).</li> </ul>
<b>C7</b>	Advocate for VicRoads to enhance the intersections of both Rollings Road and Talaskia Road to provide clear and simple traffic movements.	<ul style="list-style-type: none"> <li>The street network provides clear access between residential neighbourhoods and services.</li> </ul>	<ul style="list-style-type: none"> <li>23 YES</li> <li>3 NO</li> </ul>	<ul style="list-style-type: none"> <li>3 LOW</li> <li>3 MEDIUM</li> <li>17 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Could be improved.</li> <li>This intersection requires definite attention, it's a difficult intersection to navigate.</li> <li>Very dangerous intersection.</li> <li>Dangerous intersection.</li> <li>Tricky access at busy times.</li> <li>Confusing needs improvement. Not sure traffic lights will be the answer.</li> <li>No 'stop' signs on both Belgrave Road and Rollings Road.</li> <li>Total upgrade of intersection.</li> <li>Very confusing and dangerous.</li> <li>Better signage.</li> <li>(current) confusing and dangerous.</li> <li>This causes confusion as it is presently.</li> <li>Clear (potential) drug trafficking in area.</li> <li>Dangerous.</li> <li>Please fix footpath of Old Belgrave Road.</li> </ul>
<b>C8</b>	Advocate for the Hospital to determine car parking needs and develop a strategy for future provision that minimises impacts on surrounding residents.	<ul style="list-style-type: none"> <li>Parking around the Angliss Hospital is effectively managed to ensure that it does not adversely impact on surrounding residents.</li> </ul>	<ul style="list-style-type: none"> <li>27 YES</li> <li>0 NO</li> </ul>	<ul style="list-style-type: none"> <li>0 LOW</li> <li>6 MEDIUM</li> <li>18 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Hospital interns (students) don't have to pay for parking they are the ones using the local streets.</li> <li>Very high.</li> <li>They need to increase staff parking!</li> <li>They need to be more thoughtful members of our community.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<ul style="list-style-type: none"> <li>• Better signage from Burwood Highway to the hospital.</li> <li>• Hospital to provide increased parking to meet their needs. Look at asphaltting of road/lane behind Martin’s Panels to seal with the rest of the road – to Burwood Highway.</li> <li>• To ease parking in the streets is essential.</li> <li>• A big need developing.</li> <li>• Staff use car parking spaces that are for other uses eg shopping centre and prevent others going about their business.</li> <li>• People parking all day in 2 hour space.</li> </ul>

#### Category 4 - Visual Amenity and Built Form

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
D1	Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre	<ul style="list-style-type: none"> <li>Upper Gully's tourism function and its role as the gateway for tourists visiting the Dandenong Ranges is recognised and strengthened.</li> <li>The Information Centre is safe and easily accessible for visitors.</li> <li>Heritage features are retained and celebrated.</li> </ul>	<ul style="list-style-type: none"> <li>27 YES</li> <li>0 NO</li> </ul>	<ul style="list-style-type: none"> <li>2 LOW</li> <li>9 MEDIUM</li> <li>13 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Heritage art deco is retained in good location near train is good.</li> <li>Significant potentials for this centre to play a more significant role.</li> <li>Improve access to it.</li> <li>Good to promote tourism in the area.</li> <li>It's ugly, needs painting. Rusted billboard needs clean up and UFTG promoted on it. Garden needs fixing.</li> <li>Repaint and renovate to be more suitable for the environment.</li> <li>Needs improving.</li> <li>Get rid of the blue!</li> <li>Current building does not assist with goals – look at new purpose built facility on Burwood Highway.</li> <li>This is important. This building needs protection and enhancement.</li> <li>It is an eye sore in deep blue, it should be a pale green to blend in better with the environment.</li> <li>This is the intro for visitors. 'Make us proud'.</li> <li>Need to relocate visitor centre. Maybe up at 1000 steps.</li> <li>Keep clean all the old heritage for next generation.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
D2	Advocate with VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage	<ul style="list-style-type: none"> <li>Upper Gully is an attractive and well maintained place for both visitors and locals</li> <li>The train station is a thriving and attractive transport hub for locals and visitors.</li> </ul>	<ul style="list-style-type: none"> <li>27 YES</li> <li>0 NO</li> </ul>	<ul style="list-style-type: none"> <li>4 LOW</li> <li>6 MEDIUM</li> <li>13 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Incorporate the landscape into the shops.</li> <li>Yes to weed removal and improving landscaping. But be careful with losing historic buildings.</li> <li>Looks like a tip. Paint the crossing infrastructure/gates on Hilltop Road.</li> <li>Telecommunications tower to be painted green/blend colour with landscape.</li> <li>Bushfire issues. Ugly and boring as it is.</li> <li>Knox to lease for locals and visitors.</li> </ul>
D3	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.	<ul style="list-style-type: none"> <li>Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> <li>Land use zoning allows for a mix of appropriate land uses that contribute to an active, inclusive and safe community.</li> </ul>	<ul style="list-style-type: none"> <li>26 YES</li> <li>1 NO</li> </ul>	<ul style="list-style-type: none"> <li>3 LOW</li> <li>6 MEDIUM</li> <li>15 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Too much attention to tourists causes congestion which is detrimental to local residents. Needs to be finely balanced.</li> <li>When other improvements occur – retailers will be more encouraged to develop available space.</li> <li>Boutique offering would be good.</li> <li>As long as it doesn't all become residential.</li> <li>Empty/derelict shops are not a good sign of vibrant community. Good location for regional council office (or Upwey and Yarra ranges).</li> <li>Which ones. How.</li> <li>Obviously a long term goal.</li> <li>Keep your eyes off the car yards. These services are important to locals.</li> <li>Improves tourist and use potential and growth.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<ul style="list-style-type: none"> <li>• How to do this.</li> <li>• This is street scape too and variety for visitors etc.</li> <li>• Ensure that zoning is such as to encourage community interaction.</li> <li>• No multi corporates maccas, KFC etc. etc.</li> <li>• Small shops, for zoning the land to be strict.</li> </ul>
<b>D4</b>	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind	<ul style="list-style-type: none"> <li>• Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> <li>• Built form provides active street frontages and contributes to the activity within the centre.</li> </ul>	<ul style="list-style-type: none"> <li>• 22 YES</li> <li>• 4 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 5 LOW</li> <li>• 8 MEDIUM</li> <li>• 9 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Shops need to have a street interface – not covered up.</li> <li>• Street frontage very important.</li> <li>• Ambivalent.</li> <li>• Need service road parking, encourages customer to visit keep it, makes shops look busy.</li> <li>• Shops would be less viable.</li> <li>• Pave the footpaths.</li> <li>• We need to change focus from cars to people.</li> <li>• Clean streets, small shops, but quality for residents and visitors.</li> </ul>
<b>D5</b>	Encourage a high architectural standard for future buildings that respond to the local setting.	<ul style="list-style-type: none"> <li>• The scale and form of the town centre responds its setting, the low density development of the surrounding residential areas and its relationship to the surrounding landscape setting.</li> <li>• Built form embraces sustainable building concepts and high</li> </ul>	<ul style="list-style-type: none"> <li>• 25 YES</li> <li>• 0 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 2 LOW</li> <li>• 7 MEDIUM</li> <li>• 13 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• But important that restrictions don't increase costs to outprice smaller/individual enterprise – don't need more big chain stores – can go to Knox City for that.</li> <li>• Low density is the way to go to keep the landscape as it is.</li> <li>• Makes people want to stay, and also visit.</li> </ul>



Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
		quality design, reinforcing Upper Gully's setting while respecting existing valued buildings.			<ul style="list-style-type: none"> <li>• It would be good, ideal a dream, for a uniform appearance.</li> <li>• Embed into Knox Planning Scheme.</li> <li>• Limit heights. Encourage design. Encourage localisation.</li> <li>• No buildings should be higher than 2 storeys.</li> <li>• Value our heritage and promote it.</li> <li>• Low density, residential, with landscape.</li> </ul>
D6	Improve landscape treatments and lighting along William Street to help enhance the commercial / residential interface.	<ul style="list-style-type: none"> <li>• People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>	<ul style="list-style-type: none"> <li>• 20 YES</li> <li>• 5 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 5 LOW</li> <li>• 9 MEDIUM</li> <li>• 9 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting very important.</li> <li>• Clean up old DVA reserve land behind 1812 and shops. Redevelop land currently occupied by car yards.</li> <li>• Good space to develop.</li> <li>• I think this area has a lot of potential for outdoor cafes/community space.</li> <li>• Lots of area for improvement and use of wasted space.</li> <li>• People won't walk down this area because it's behind shops.</li> <li>• Ownership issue of the land above the creek bed.</li> <li>• And lighting general around public use areas.</li> <li>• Seal the road.</li> <li>• Improving the landscape and pedestrian facility/activities is essential to encourage people/families.</li> <li>• Please make for safety near kindergarten.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
D7	Investigate with VicRoads, streetscape improvements at the corner of Dawson Street and Burwood Highway that helps to integrate the station with the town centre.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• The street network provides clear and simple access between residential neighbourhoods and services.</li> <li>• The train station is a thriving and atTractive transport hub for locals and visitors.</li> <li>• The station provides reliable and easy public transport connections for the surrounding residential community.</li> </ul>	<ul style="list-style-type: none"> <li>• 25 YES</li> <li>• 2 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 1 LOW</li> <li>• 9 MEDIUM</li> <li>• 12 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• It is already integrated as it is only separated by the road.</li> <li>• Pedestrian/bicycle/wheelchair overpass if done atTractively???</li> <li>• Maxi foods turn into service road just before lights very dangerous and pedestrian crossing.</li> <li>• Refer C4.</li> <li>• Very untidy, unatTractive.</li> <li>• Safety and nice street shop.</li> <li>• Duplicated.</li> <li>• Train/bus need more services day and night! Visitors will only come if there are enough services in and out of area. Extension (bus) via hospital needs to be permanent part of 732 route.</li> </ul>
D8	Advocate for streetscape improvements to Burwood Highway to create a strong sense of entry into the centre	<ul style="list-style-type: none"> <li>• Upper Gully's tourism function and its role as the gateway for tourists visiting the Dandenong Ranges is recognised and strengthened.</li> <li>• Upper Gully is an atTractive and well maintained place for both visitors and locals</li> </ul>	<ul style="list-style-type: none"> <li>• 25 YES</li> <li>• 0 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 2 LOW</li> <li>• 6 MEDIUM</li> <li>• 6 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Can be done with small budget – maybe community and service club involvement.</li> <li>• Railway bridge to look at heritage rather than graffiti.</li> <li>• 'Gateway to the Dandenongs'.</li> <li>• Welcome signage and symbols 'coffee, antiques, supermarket, cafes, public toilets'</li> </ul>
D9	Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• The street network provides clear access between residential</li> </ul>	<ul style="list-style-type: none"> <li>• 25 YES</li> <li>• 0 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 3 LOW</li> <li>• 7 MEDIUM</li> <li>• 13 YES</li> </ul>	<ul style="list-style-type: none"> <li>• Signage.</li> <li>• Continue the art deco theme.</li> <li>• For landscape.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	town centre and help with navigation.	neighbourhoods and services.			
<b>D10</b>	Advocate for VicTrack and Vic Roads to enhance the railway bridge as a 'gateway' to celebrate Upper Ferntree Gully.	<ul style="list-style-type: none"> <li>The railway bridge provides a positive and memorable contribution to the arrival and departure experience into Upper Gully and the hills.</li> <li>Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>	<ul style="list-style-type: none"> <li>23 YES</li> <li>2 NO</li> </ul>	<ul style="list-style-type: none"> <li>2 LOW</li> <li>4 MEDIUM</li> <li>17 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Should evoke heritage feel, not contemporary feel. Which will not attract graffiti.</li> <li>Currently the railway bridge creates a ghetto look to the area. Trees and natives more of them.</li> <li>The bank is on the corner, café on the other. Entrance to 1812 and op shop. There isn't much else there to bring people to that street.</li> <li>We could hold a competition.</li> <li>Welcome signage and symbols 'coffee, antiques, supermarket, cafes, public toilets'.</li> <li>Visual prominence.</li> <li>Needs a mural across Highway.</li> <li>Electronic signage a must on bridge.</li> <li>Great idea.</li> <li>Connections for the other places, Rowville, Lysterfield with buses.</li> </ul>
<b>D11</b>	Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.	<ul style="list-style-type: none"> <li>Streets within the Centre provide for outdoor dining, footpath trading and socialising.</li> <li>Maintain an active arts and culture environment and utilise the 1812 Theatre to facilitate a focus for community interaction</li> </ul>	<ul style="list-style-type: none"> <li>20 YES</li> <li>3 NO</li> </ul>	<ul style="list-style-type: none"> <li>4 LOW</li> <li>3 MEDIUM</li> <li>15 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Fantastic spot re history, to further enhance.</li> <li>Incorporate 1812 theatre and new businesses.</li> <li>Great opportunity to activate this space 1812 is a unique asset. A local activation/inward investment program is</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
		<p>and engagement within the arts environment.</p> <ul style="list-style-type: none"> <li>• Upper Gully is an attractive and well maintained place for both visitors and locals</li> <li>• Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> </ul>			<p>required.</p> <ul style="list-style-type: none"> <li>• Please have footpath on one side of the road and all the way to Dawson Street.</li> <li>• Outdoor dining would greatly enhance this area.</li> <li>• Area needs improvement.</li> <li>• Car use – need to be able to cater for the larger vehicles.</li> <li>• Parking 1812 buses.</li> <li>• We have such potential if properly planned with community involvement.</li> <li>• Footpath needs building and accessible.</li> <li>• This area, with some added street walls, would make a wonderful street art area (FTG, Belgrave).</li> <li>• Street should be widened for traffic?</li> <li>• Eliminate cars in Rose Street and turn it into ped area only. Make it safe and put good lighting. CCTV to make it a people friendly space.</li> <li>• Two way street?</li> </ul>
<b>D12</b>	Advocate for the maintenance and celebrate existing heritage and valued buildings within Upper Gully.	<ul style="list-style-type: none"> <li>• Heritage features are retained and celebrated</li> </ul>	<ul style="list-style-type: none"> <li>• 24 YES</li> <li>• 1 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 5 LOW</li> <li>• 3 MEDIUM</li> <li>• 14 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Always adds depth to a community.</li> <li>• History boards. Heritage.</li> <li>• A large part of the attraction of the area.</li> <li>• Where possible.</li> <li>• Pule (?). Info Centre.</li> <li>• Absolutely. It gives us uniqueness and character.</li> <li>• Keep those Old Historics and blend</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					modern amongst. <ul style="list-style-type: none"> <li>• ANZAC Day, school, Theatre 1812.</li> </ul>

## Category 5 - Land Use

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
E1	Encourage land uses that activate the town centre during the day and at night.	<ul style="list-style-type: none"> <li>• People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> <li>• Land use zoning allows for a mix of appropriate land uses that contribute to an active, inclusive and safe community.</li> </ul>	<ul style="list-style-type: none"> <li>• 23 YES</li> <li>• 1 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 6 LOW</li> <li>• 6 MEDIUM</li> <li>• 12 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Land use should not permit noise from air conditioners and refrigeration.</li> <li>• Need to feel safe at night. Don't necessarily need night activities, other than restaurants etc.</li> <li>• Lighting required on some roads.</li> <li>• Encourage businesses that are open at night.</li> <li>• Heights.</li> <li>• Not too much big nightlife please.</li> <li>• With security plans.</li> </ul>
E2	Encourage through the planning scheme amendment medium density housing and shop top within the town centre, to enhance activity and provide housing diversity.	<ul style="list-style-type: none"> <li>• The centre provides opportunities for diverse housing options.</li> </ul>	<ul style="list-style-type: none"> <li>• 18 YES</li> <li>• 5 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 9 LOW</li> <li>• 9 MEDIUM</li> <li>• 3 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Town centre should reflect retail uses. Medium density housing should not be permitted in retail area.</li> <li>• Provided it doesn't interfere with shop/environment atmosphere, and parking addressed.</li> <li>• Not sure but support increased density co-located with public transport.</li> <li>• No med density because people like it the way it is.</li> <li>• I am concerned that council wants to overdevelop these blocks.</li> <li>• Ok but car parking will still be an issue.</li> <li>• What heights are you proposing?</li> <li>• No more housing – where would they park their cars? Services and facilities are</li> </ul>



Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<p>needed for existing residents.</p> <ul style="list-style-type: none"> <li>• Encourage medium density housing.</li> <li>• Not in favour of much new development so as to maintain our village feel.</li> <li>• But not too many residents/cut down trees.</li> <li>• This will need to happen because we need to accommodate a growing population.</li> <li>• No need will lose character of UFTG.</li> <li>• Low density only! Small, village type shops.</li> </ul>
E3	Investigate opportunities to locate community service within the town centre.	<ul style="list-style-type: none"> <li>• Safe and convenient access is provided to community facilities and public transport.</li> <li>• A range of community facilities are provided within Upper Gully that cater for local needs and requirements.</li> <li>• Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> </ul>	<ul style="list-style-type: none"> <li>• 20 YES</li> <li>• 5 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 4 LOW</li> <li>• 7 MEDIUM</li> <li>• 12 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Business will follow as development/enhancement increases.</li> <li>• Coonara House provides this already.</li> <li>• Need to explore what this (community service) means, what gaps there are to meet the needs of UFTG community.</li> <li>• Ensure that community services for families, such as the pre-school remain in the area.</li> <li>• Step back development. A design to be 'uniform'. Architecture fitting into topography.</li> <li>• Don't need.</li> <li>• Council should rent an unused shop and create a small service centre like the Upwey LINK that Yarra Ranges has.</li> <li>• Use Rose Street as the beginning of a people/family area.</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
					<ul style="list-style-type: none"> <li>• Doctors, GPs, Pathology.</li> <li>• No doctors in UFG.</li> </ul>
E4	Encourage entertainment and dining uses within Rose Street to increase activity and complement the 1812 Theatre.	<ul style="list-style-type: none"> <li>• Streets within the Centre provide for outdoor dining, footpath trading and socialising.</li> <li>• Maintain and active arts and culture environment and utilise the 1812 Theatre to facilitate a focus for community interaction and engagement within the arts environment.</li> </ul>	<ul style="list-style-type: none"> <li>• 23 YES</li> <li>• 3 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 4 LOW</li> <li>• 9 MEDIUM</li> <li>• 12 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Refer Point E1 again. There is already problem with maxi and Royal Hotel which is not yet addressed by EPA.</li> <li>• Would be great, but maybe after other improvements done eg streetscape, rail line.</li> <li>• Theatre very important booming business, excellent venue, good idea.</li> <li>• I think this would bring in tourism.</li> <li>• Only one café that could possibly open to Rose not enough to warrant outdoor dining.</li> <li>• Would be great!</li> <li>• Art precinct. Street art site.</li> <li>• That would be fantastic and truly enhance our attractiveness as a tourist destination.</li> <li>• Would be great with town square in car park opposite 1812 theatre.</li> <li>• We need.</li> </ul>
E5	Encourage through a planning scheme amendment the redevelopment of sites within the town centre for tourism uses.	<ul style="list-style-type: none"> <li>• Upper Gully's tourism function and its role as the gateway for tourists visiting the Dandenong Ranges is recognised and strengthened.</li> <li>• Upper Gully provides a diverse range of quality retail, community and commercial</li> </ul>	<ul style="list-style-type: none"> <li>• 23 YES</li> <li>• 2 NO</li> </ul>	<ul style="list-style-type: none"> <li>• 3 LOW</li> <li>• 6 MEDIUM</li> <li>• 14 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>• Tourism needs to be managed and should not be encouraged at the expense of loss of amenity by locals.</li> <li>• Keep the 'Upper Gully market feeling' alive. Just keep the atmosphere/environment intact.</li> <li>• Make it look attractive to stop.</li> <li>• I don't quite understand what tourism</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
		<p>services for the local community, as well as boutique offerings for tourists.</p> <ul style="list-style-type: none"> <li>Upper Gully is an attractive and well maintained place for both visitors and locals</li> </ul>			<p>features are wanted.</p> <ul style="list-style-type: none"> <li>Would love this improvement.</li> <li>Use the sign on northern side of Burwood Highway to advertise – announce UFTG.</li> <li>Redo sign on railway land (Burwood Highway). Promote UFTG.</li> <li>More information required.</li> <li>If done with care.</li> <li>Encourage town centre to be gateway to the hills – delis, bakeries, organic, gourmet food for that picnic in the hills.</li> <li>Not yet.</li> </ul>
E6	Redevelop underutilised sites for retail, commercial, residential and mixed use development with active street frontages.	<ul style="list-style-type: none"> <li>Upper Gully provides a diverse range of quality retail, community and commercial services for the local community, as well as boutique offerings for tourists.</li> <li>Land use zoning allows for a mix of appropriate land uses that contribute to an active, inclusive and safe community.</li> </ul>	<ul style="list-style-type: none"> <li>24 YES</li> <li>2 NO</li> </ul>	<ul style="list-style-type: none"> <li>4 LOW</li> <li>12 MEDIUM</li> <li>7 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Avoid any development that you would reject if close to your home.</li> <li>More frontage for shops.</li> <li>Not necessarily housing. Could be a park or community space on the car years or near the kinder.</li> <li>Signage for shop entrance etc.</li> <li>We have to be very careful about this.</li> <li>Only if intersections and parking issues are resolved.</li> <li>This will happen as the area changes its functions.</li> </ul>
E7	Encourage through a planning scheme amendment land uses within the centre and along key pedestrian routes that	<ul style="list-style-type: none"> <li>People are provided with good public amenity where they feel safe to use public spaces and access routes both during the day and at night.</li> </ul>	<ul style="list-style-type: none"> <li>24 YES</li> <li>1 NO</li> </ul>	<ul style="list-style-type: none"> <li>4 LOW</li> <li>7 MEDIUM</li> <li>14 HIGH</li> </ul>	<ul style="list-style-type: none"> <li>Ensure doesn't impede 'foot traffic'.</li> <li>Outdoor dining table more at Tractive.</li> <li>This will bring more \$\$ into the community.</li> <li>You need to start – a long process to</li> </ul>

Strategy Number	Strategy	Aspirations	Is this important? (YES OR NO)	Ranking (LOW, MEDIUM, HIGH)	Comments (why)
	provide for the activation of the streets.	<ul style="list-style-type: none"> <li>• Streets within the Centre provide for outdoor dining, footpath trading and socialising.</li> <li>• Streets and buildings are designed with a focus on providing a high quality and comfortable environment for pedestrians.</li> </ul>			<p>achieve it.</p> <ul style="list-style-type: none"> <li>• That would be a great initiative to provide for more local access to dining out and entertainment.</li> <li>• Encourage town centre to be gateway to the hills – delis, bakeries, organic, gourmet food for that picnic in the hills.</li> <li>• Provide CCTV surveillance after witnessing a drug deal in broad day light.</li> </ul>

## **Appendix F - Collated Data Set from Workshop 4**

Panels:

- 1) *Pedestrian / Cycle Access around Train Station*
- 2) *Pedestrian Amenity*
- 3) *Dawson Street Enhancement Opportunity*
- 4) *4a) & 4b) Rose Street Shared Space Opportunity*
- 5) *William Street Park Opportunity*
- 6) *Mount View Road Scenario*
- 7) *Maxi Foods Entrance from Burwood Highway*
- 8) *Rollings Road / Old Belgrave Road Scenario*
- 9) *Information Centre Improvements*
- 10) *Train Station Amenity*
- 11) *Built Form – Frontages and Setbacks*
- 12) *Built Form – Height Scenarios (Visual Amenity)*
- 13) *Built Form – Height Scenarios (Viewpoint 1 South West from Station Car Park)*
- 14) *Built Form – Height Scenarios (Viewpoint 2 South from Car Park Station)*
- 15) *Built Form – Height Scenarios (Viewpoint 3 East from Burwood Hwy across the Activity Centre)*
- 16) *Built Form – Height Scenarios (Viewpoint 4 North from Dawson St to train Station)*
- 17) *Streetscape Specific Opportunities – Centre (Neighbourhood Activity Centre)*
- 18) *Streetscape Specific Opportunities – Overall*

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
1	<b>Pedestrian / Cycle Access around Train Station</b>	A1	Advocate for VicTrack to enhance the station. Metro Trains to enhance pedestrian and cycle access around the railway station and bus interchange.	<b>Yes = 18</b> <b>No = 1</b>	<p><b>YES:</b> Encourage more use of public transport. Consider extending to access hospital. Signage needed for cyclists around station. Pleasant for visitors and local commuters. Absolutely vital as more people use trains and connect and cycle commute. Generally supportive. Yes, but pedestrians shouldn't have priority over Burwood Highway. I'm not convinced that access around the station is that bad though. Would prefer the underpass to be renovated and turned into a pleasant experience. Better signage would be good. Excellent way for local residents to feel proud and aesthetically/practical for all including visitors. Additional link from bike path at rear of Mt view Rd out to shops / station etc would be great &amp; with line marking. Need directional line marking out of bike path exit onto Dawson St &amp; way finding signage. Good to make it safer for pedestrians and smoother for motorists. But not a high expectation.</p> <p><b>NO:</b> Bike parking? Where? Don't take away any car parking places. The colour of blue in this area is awful.</p> <p><b>NOT RATED:</b> Concrete should not be white, excessive and ugly. White crossings need to be safe, they should not look 'city like'.</p>
2	<b>Pedestrian Amenity</b>	A9	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street	<b>Yes = 19</b> <b>No = 2</b>	<p><b>YES:</b> Again this encourages people to walk around rather than drive from shop to shop. Essential for pedestrians to be able to cross Burwood Highway easily from train station to Town Centre. No raised pavement on highway.</p>



Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
			intersections and seating at strategic rest stops.		<p>This is what we want to improve area for everyone. Yep. Walkable communities are vital for future prog. I like it.</p> <p>Like the idea of high-level path overpass on bridge. May tempt 1000 step users into UFG shops. Moving around UFG on foot is pretty poor at the moment and anything that improves the experience would be welcome. Encourages people/visitors to 'get out' into the open and walk/socialise. We should make the most of the natural beauty of the area; encourage tourism, community spirit etc.</p> <p>Very poor at present.</p> <p>Ideally but I do think that the primary purpose, initially, should be rectifying the vehicle movement and parking within the town &amp; surrounding street. I believe successful businesses are vitally important for the town's survival - vehicular &amp; pedestrian movement is vital for this to happen.</p> <p>Maintain existing pathways, increasing seating etc. Perhaps a post box returned to Burwood Highway – car park still designated but no post box!</p> <p>Seating places rest we need more in UFTG, towards the Hospital from the station towards the Hospital.</p> <p><b>NO:</b> Trees under the power line or on top of concrete (see the roundabout)?</p> <p><b>NOT RATED:</b> Refuge island already exists. Trail is very close to Mt. View/Dawson intersection and is unnecessary.</p> <p>Love overpass for pedestrian bike access over Burwood Hwy.</p> <p>Where is the paving for QUARRY RD? Can Boral contribute to paying for this?</p> <p>See Yarragon for good eg of paving – it is like pebbles / gravel &amp; but fixed.</p> <p>Also good use of alley way with tables &amp; chairs which could be applied to 'Oscar Shop' (ie grey wall space which is the old milk bar)</p> <p>Strategy 7 – focus on improving pedestrian links – need lights (solar) and handrail near South part of Talaskia Road. Gilmour Park – which way to walk?</p> <p>Would love more trees in and around asphalt / concrete area</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
3	Dawson Street Enhancement Opportunity	A9	Provide a high level of pedestrian amenity along key streets into the town centre, street tree planting for shade, pedestrian priority at street intersections and seating at strategic rest stops.	Yes = 15 No = 2	<p><b>YES:</b> But keep grass on pedestrian walkways. Enhance all areas into green spaces. This road area is unattractive and has potential. Ensure vehicle access to the Op Shop for drop off of donations. Access between curtain shop and car yard is a good idea. Will improve. Love the reduction in crossovers and kerb outstands/trees. No additional buildings. Pedestrian walkways in car park would be a fantastic improvement. More seating and trees for shade are functional and also add to the 'feel' of the shopping area. Trees to help offset traffic pollution – not tall dangerous trees, smaller flowering natives. All looks great!</p> <p><b>NO</b> Appears to be too much focus on adding buildings. TREES ARE VALUABLE screening on car park makes it feel enclosed and not open to hills. Graffiti would be problem on screening. Car parking should not be sacrificed for additional buildings. Rear of buildings would be ugly view from within car park. Causes congestion with deliveries and loss of 'openness'.</p> <p><b>NOT RATED:</b> It should be remembered that while we cater for pedestrians we should ensure that we need to provide parking for the business operators and their clients.</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
4a & 4b	Rose Street Shared Space Opportunity	B4  D11	Investigate opportunities to provide a civic space / street within the town centre to allow for community events and gathering.  Encourage buildings to address Rose Street with active frontages to provide an alternative street experience to the Burwood Highway.	Yes = 17 No = 3  Yes = 12 No = 6	<p><b>YES:</b> Meeting places important for local residents to use. We need community space to sit and talk. Use art and eating (?) to encourage/engage residents. Trees provide shade and visual delight. Make pedestrian only from around 1812 - ditch William Street idea much more engaging and inviting. There are only 2 buildings accessible. Improve with plantings. Could be good space if thought through. (B4) Not sure about the easement connection at the east end. Overland flow path? Broadly supportive of a pedestrian friendly space. Not sure how you will encourage and to be used also. What about teenagers at night? But pedestrian access across to Maxi Plaza from Rose Street. Great idea and would add a new, relaxing dimension to the shopping area. BUT I think a better option is a fully pedestrianized Rose Street. I don't think traffic would be impacted greatly. Ingredients/history of location great – am sure it would enhance area and be well used. Activate our potential arts precincts</p> <p><b>NO:</b> Need move building to become active. (D11) Too closed in feeling. (D11) I do not agree with the expectation that existing businesses be required to restructuring their method of service to meet the 'civic space' purposes. To me this would be a possibility if we are starting from 'scratch' not to 'impose' such requirements on existing businesses. I do agree with the concept of a 'town space' (as we had before Main Road was widened to become Burwood Highway) or 'meeting areas'. However I am absolutely against blocking off the northern end of Rose Street to achieve this. (B4) Prefer to see wider footpaths and room only for one vehicle access in the middle – the space needs to be wide enough for emergency vehicles.</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>My preference for Rose Street is for a) the footpaths to be widened; b) no parking at all in Rose Street (as is now for Dawson Street end of Rose Street); c) maintaining one way vehicle access (wide enough for emergency vehicles and buses), between the widened footpaths.</p> <p>In my opinion if the northern end of Rose Street blocked, the buildings currently with the only/best/easiest access from in Rose Street would be denied easy access for emergency services (e.g. fire, ambulance) if the northern end is blocked - a number of businesses, a residence, 1812 Theatre. Also access to other businesses with frontage in Burwood Highway e.g. ANZ Bank, Coffee shops to name but a few could be limited if denied via Rose Street is blocked.</p> <p><b>NOT RATED:</b>  4A Rose Street too small or community events. Artist impression not consistent with foothills. Looks very suburban.  4B Street trees good idea.  All looks great!  D11 – close Rose Street to Burwood Hwy ie extend service lane</p>
5	<b>William Street Park Opportunity</b>	<b>B5</b>	Investigate opportunities for play and experiential amenities within the town centre to enhance it as a place for children and the youth.	<b>Yes = 10</b> <b>No = 2</b>	<p><b>YES:</b>  Scenario 1 is better as it encourages community to use (?) green space. Talaskia and Kings Park space could be improved rather than further playground space? Signage to encourage people to walk to Talaskia or Kings Park.  Will improve this area.  Great idea. Heavy vehicles and transport should be restricted. Remember emergency vehicles.  Looks awesome! Great opportunity. Better than Rose Street.  Scenario 1 is a truly great idea. DO IT.  Definitely a plus for social development/friendship, to reduce anti-social behaviour.  Possibly the space above the tunnelled creek could be developed as a green</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>rest space/walkway. However the effects of any developments on William &amp; Alfred Streets residents need to be considered e.g. access to residents; unplanned evening activity?</p> <p><b>NO:</b> I think better parks could be used.</p> <p><b>NOT RATED:</b> Would need to be so it did not impact on nearby residents. It would need to 'feel safe'.</p>
			<p><b>Scenario 01</b> Close a section of William Street.</p>	<p><b>Yes = 9</b> <b>No = 6</b></p>	<p><b>YES:</b> Providing the business operators can access the parking at the rear this freeing up the parking in service road But provided not jeopardising emergency vehicles/property owners if closed.</p> <p><b>NO:</b> Fire or emergency issues, business access?</p> <p><b>NOT RATED:</b> Perhaps the space above the tunnelled creek bed could be grassed and vegetation planted - as a 'rest area'. However access to some of the local residences will be blocked if the displayed proposal is enacted.</p>
			<p><b>Scenario 02</b> Retain Vehicular Access at William Street.</p>	<p><b>Yes = 8</b> <b>No = 7</b></p>	<p><b>YES:</b> This area needs to be made more attractive and usable, also to reduce dust. Yes, but with traffic slowing devices.</p> <p><b>NO:</b> How will shop owners get into their backyards for car parking. Blocked off shop owner access to rear of their properties. Please keep. How will shop owners park at the rear of their properties, keeping themselves out of the way so customers can enjoy access to Burwood Highway. Where will shop owners park if William Street blocked off. Local residents only. Wouldn't work well as a park.</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>Vehicle access is essential for local residents and business owners. However I believe heavy vehicle access should be denied access to William Street. William Street is narrow and as there are no footpaths (ideal) results in surrounding residents walking along the road surface when walking to Maxis or other UFTG or trains/buses, businesses, hence limit the vehicle access &amp; vehicle size is imperative - e.g. supplies or cars delivery should only be permitted via the service road!!</p> <p><b>NOT RATED:</b> But provided not jeopardising emergency vehicles/property owners if closed.</p>
6	<b>Mount View Road Scenario</b>	<b>C3</b>	Investigate improvement opportunities for Mount View Road to enhance parking and vehicle movements.	<p><b>Yes = 12</b> <b>No = 7</b></p>	<p><b>YES:</b> INVESTIGATE! But not ruin. Is the road area wide enough for 2 way traffic and proposed parking and footpaths? I like the indented car park concept but disagree with the street becoming two way again. Emergency vehicles need to be catered for. Speed limit should be dropped if two way street. Makes MV Road more accessible. Yes, definitely to improve access out of the area during bush fire. Restrict stream of cars/vehicles 40 kph. The pedestrian access from footpath on Dawson St into Maxi foods near Mount View Rd has not been taken into account here. I believe that indented car parking should/could be developed on the southern side of Mount View Road. This would widen the carriageway so that emergency vehicles have easy access to fulfil their requirements. The northern side footpath could then be retained for the residents. However I strongly believe that Mount View Road should remain a one way traffic flow.</p> <p><b>NO:</b> Street is too narrow as it is for two way traffic and parking. Small amount of parking at the expense of nature strips. Remember 2 way and it wasn't good. It is a very (or seems so) narrow street. Used for access often from Kings Park Precinct to Dawson Street. Will make it very busy with 2 way.</p>



Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>Insufficient car parking now would reduce further. Was 2 way years ago. Garbage collection problem.</p> <p>Do not agree with what is proposed. There are already huge problems with parking. Am a resident in street. Do not want to see indents (?) in the road at all – road is <u>not</u> safely wide enough to support two way traffic and extra parking. Would like to see <u>timed</u> parking and Mount View Road (Monday – Saturday).</p> <p><b>NOT RATED:</b> No strong thoughts as I don't use this road. Retain as one way to enable street parking – but clever signage.</p>
7	<b>Maxi Foods Entrance from Burwood Highway</b>	<b>C4</b>	Investigate opportunities to improve pedestrian and motorist safety at the car park entrance from Burwood Highway.	<b>Yes = 18</b> <b>No = 0</b>	<p><b>YES:</b> U turn before right hand turn at Dawson/Burwood Highway should not be used. Cars can turn right into Dawson Road from Burwood Highway and access Maxi from Dawson Street.</p> <p>Yes, but provide slip way from Burwood Highway into car park entrance. Make entrance near former bank pedestrian only and increase entrance for vehicles further down. Make good use of that green space achieved from closure of 1<sup>st</sup> entrance. Maybe a community map and info board.</p> <p>Will look nicer and greener and improve safety.</p> <p>More turning sensors moved back so the turning vehicles, through the cut into hold green lights</p> <p>Generally in favour. Suggest pedestrian priority treatment in use near crossing closest to shopping centre.</p> <p>Ensure enough car parking.</p> <p>But close turning space (cut through from east bound traffic).</p> <p>There is no safe way to move from the pavement on Burwood Highway to Maxi by foot. Needs pavements in car park.</p> <p>Improve pedestrian safety and make it safer for cars/motorists too.</p> <p>If moving main entry for vehicles from Burwood Hwy may need to check where speed bumps are</p> <p>However I believe that the Dawson Street traffic lights provide a safe</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>pedestrian access to Maxis &amp; for safety reasons should be maximized ....I believe the path/walkway beside the 'Tourist Centre' should be blocked so that pedestrian traffic is directed directly to the traffic lights. Access to the Tourist Centre from the top door as well as the Burwood Highway entrance. I believe that pedestrians should be crossing with the existing lights - I actually crossing Burwood Highway opposite the existing walkway is legal - within 100 metres of a pedestrian crossing.)</p> <p>The turn from Burwood Highway into Dawson Street - the sensors should be moved back to before the break for the vehicles turning into Maxis, turning into the service road or completing a 'U-Turn'. This would increase the turn time thus preventing the queues of turning cars from backing up into the right lane of Burwood Highway - thus blocking not only through traffic but also turning traffic.</p>
8	<b>Rollings Road / Old Belgrave Road Scenario</b>	<b>C6</b>	Work with VicRoads to enhance entrance intersections of Old Belgrave Road and Rollings Road to provide clear traffic movements.	<b>Yes = 11</b> <b>No = 5</b>	<p><b>YES:</b> Haven't got it right yet. Lots of us come up O Belgrave, Rollings (?), Talaskia to access service road to shops. Under this scenario we would have to go onto highway and in again. But speed hump Rollings good and turn in from highway better. Like the space and flow. But need to consider access for emergency vehicles. Keep single lane open to service lane. But close service road access (from west bound lanes). Make service land two way. Proposed blocking up of current entrance and creating central path is a great idea. But I believe the problem actually relates to the Burwood Highway/ Rollings Road and Old Belgrave Road intersection ...at the pre-school corner &amp; I agree something needs to be done.</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p><b>NO:</b>            Do not send local traffic into Burwood Highway 80km traffic to turn left into service road at Vets Corner.            Concern in relation to keep clear zone and cars turning left into service road. Cars indicating given sufficient notice, cause accident. Need to be mindful that this intersection also carries ambulance and patient transport vehicles using old Belgrave Road/Talaskia Road as alternative to Dawson Street.            Consideration to be given for ambulance to have red light override as per current CFA protocol.            Speed hump would slow down traffic turning right from Burwood Highway into Rollings Road and this would impede flow of traffic; also, for locals on Alfred Street it is very convenient to turn left into service road from Rollings Road to access the shops, without having to negotiate busy Burwood Highway traffic! Would make it less safe.</p> <p><b>NOT RATED:</b>            Why change. How many accidents residents will be caused by a congested and dangerous junction?            As a local it will annoy me to have to go out onto Burwood Hwy to access the one way street here from Talaskia and Rollings but it would be an improvement safety wise on what's there now.            Ambulance access here is also important</p>
9	<b>Information Centre Improvements</b>	<b>D1</b>	Advocate for improvements to the Visitor's Information Centre so that is enhanced as an iconic building in the town centre.	<b>Yes = 19</b> <b>No = 0</b>	<p><b>YES:</b>            Things can always be improved however this tourist building should be maintained in its present state and kept as an historic building protected. Ensure there is clear signage and directions for disabled drivers to find the parking spots at station level.            Visitors info centre building could be used for something more engaging that included some space for tourist info.</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>Definitely great potential.            Not fussed either way.            Concern about how teenagers may use plaza area of an evening.            I love the art deco look.            But Is this a hangout for teenagers, close access to alcohol. Is this suitable for wet/winter.            A design that better reflects our green environment would be good. But I don't a strong feeling about making it an 'iconic' building. But making the immediate area around the centre would be good.            Definitely keep display info that incorporates 'history' with current practical use.            Needs to be consistent with foothills. Visitors need to appreciate area not have it obscured with buildings, screens in town.            Keep it, but repaint in original colour.            It's time</p>
10	Train Station Amenity	D2	Advocate for VicTrack to improve the railway land with consistent landscaping and removal of unused structures and signage.	<p><b>Yes = 20</b>  <b>No = 0</b></p>	<p><b>YES:</b>            UFTG station would be greatly improved by a makeover.            Absolutely. Possibly via community project to make atTractive to them?            Yes, again love greening enhancement of visitors.            Yes advocate but I don't think anything will be achieved and at least an annual or biannual clean up only.            Imperative.            Not concerned about tree planting in car park as car park does not need to be pretty. Would be concerned if tree planting took away car park spaces.            Realistically will they do it and then maintain it.            But don't reduce car parking spaces at the station.            It's messy and unkempt. Needs to be more in keeping with UFG.            Not so difficult or expensive, and desperately needs to be aesthetically enhanced, especially for tourists.            One of the few strategies proposed that mentions consistent with character Dandenong Ranges!</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					Would improve look and feel of area.
11	<b>Built Form – Frontages and Setbacks</b>	<b>D4</b>  <b>D9</b>	Encourage buildings to better engage with adjoining footpaths by locating buildings to the street edge and car parking behind. Encourage high quality building or landscape treatments at prominent corners to reinforce the street hierarchy in the town centre and help with navigation.	<b>Yes = 12</b> <b>No = 6</b>  <b>Yes = 12</b> <b>No = 5</b>	<b>YES:</b> I really don't think car parking is a big issue in UFTG. (D4) D9 this can improve area. Architecture should always be high quality! Not for Maxi need a mixture so you don't block views. Uneven roof line could work. Positive changes for upper gully. No one wants to look at a car park from the road. Far better to have direct access to shops from pavement. Still need to have 'atTractive' footpath – large plant tubs etc., and create 2-3 level car park at rear with atTractive 'screens'/walls. Parking is at premium and I believe it is unreasonable to expect businesses to provide rear parking. Passing traffic & easy parking is vitally important for the businesses to flourish - a strong commercial area within the town will develop & stay strong whereas limiting access/parking will push clients away from the business area and will be detrimental to the future of Upper Ferntree Gully This is a great idea but will take many years to come to fruition as it can only happen as redevelopment - through the 'planning permit' system. As the hotel is a building of local significance, perhaps the 'UFTG building style' ideal. <b>NO:</b> May impact badly on proposed 4b or 5 (D4) UFTG has a character of its own now. (D9) Not customer friendly. Reason we are retailer on these. Burwood Highway is ease of parking for customer etc. Very important. With no extra parking. Locating buildings to street edge especially at a higher level will cause a sense of enclosure.

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<b>NOT RATED:</b> Hard to understand the language used here – what does it mean?
12	<b>Built Form – Height Scenarios</b>	<b>D3</b>  <b>D5</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.  Encourage a high architectural standard for future buildings that respond to the local setting.	<b>Yes = 12</b> <b>No = 4</b>  <b>Yes = 10</b> <b>No = 5</b>	<b>YES:</b> But only to maintain what we have and new builds conform to this. (D5) Need set back. Scenario 1 pitched roof if this has to be. But will be difficult as you are placing expectations on private owners. Perhaps this could be made an expectation on any future planning permits. More continuous retail outlets would draw people to UFG and would give more choice. Would look better too. Maintain ‘gentle’ type frontages – suitable for ‘hills’. Not feeling of high rise city buildings. Yes, but flat roof built form is not appropriate <b>NO:</b> 2 story buildings too high. Will encourage all buildings in the area to do the same. None. Should be a scenario 3 to retain 7.5 it is foothills! Keep height at 7.5 per interim granted. Too visually dominating; happy to keep it the way it is; proposed. <b>NOT RATED:</b> UFTG is a village – no high As long as ‘heritage’ look and feel is protected No to ‘flat roof’ – doesn’t fit heritage look
			<b>Scenario 1</b> Allows for a two storey building to the street with a pitched roof.	<b>Yes = 4</b> <b>No = 10</b>	<b>YES:</b> <b>NO:</b> No 2 storey building. If these go ahead – green natural roof. Height may block hills. <b>NOT RATED:</b>



Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					Form loses spaciousness and views to the Dandenongs. Whichever is most suitable for the area - fire concerns; blocking neighbours' vista.
			<b>Scenario 2</b> Allows for a two storey building to the street with a flat roof.	<b>Yes = 6</b> <b>No = 9</b>	<b>YES:</b> Contemporary form with good design. Not as high. Flat roof style? Can have rooftop garden – place to sit, with transparent safety rail or wire/lattice type. Whichever is most suitable for the area - fire concerns; blocking neighbours' vista. Why not some 3 storey residential. <b>NO:</b> No 2 storey building. <b>NOT RATED:</b> Preference. Form loses spaciousness and views to the Dandenongs.
13	<b>Built Form – Height Scenarios</b> <u>View point 1</u> (Station car park Entrance looking south west)	<b>D3</b>  <b>D5</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway. Encourage a high architectural standard for future buildings that respond to the local setting.	<b>Yes = 10</b> <b>No = 6</b>  <b>Yes = 10</b> <b>No = 6</b>	<b>YES:</b> But will be difficult as you are placing expectations on private owners. Perhaps this could be made an expectation on any future planning permits. High architectural standard should be encouraged. Yes! No 2 storey building. Putting more shops along the bit in front of Maxi's car park would look better and offer more shopping. The car park is ugly! But retain atmosphere by small green spaces for example. Yes ideally - but will take time and meet the developers' needs. <b>NO:</b> Believe will block out open feel of area. Agree we need high architectural standard but not high buildings. Obscures views. Blocky look reminiscent of area not in foothills. See point 3 regarding loss of parking, congestion and loss of space.

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					Keep it as it is to retain its character and minimal impact. <b>NOT RATED:</b> Encourage high architectural standard – what does this mean?
14	<b>Built Form – Height Scenarios</b> <u>View point 2</u> (Station car park Entrance looking south towards shops)	<b>D3</b>  <b>D5</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway. Encourage a high architectural standard for future buildings that respond to the local setting.	<b>Yes = 5</b> <b>No = 8</b>  <b>Yes = 5</b> <b>No = 6</b>	<b>YES:</b> Better utilises space. Yes ideally - but will take time and meet the developers' needs. <b>NO:</b> RL 12.5. Keep Royal Corner as focal highpoint – nothing as high. Keep individual not blocked. Agree we need high architectural standard but not high buildings. No extra parking for double the amount of shops/offices. Concreting look, blocks views. No greenery, trees on roofs. I like the look of the current row of shops running from the pub. Another 2 storey here wouldn't add anything. Existing shop designs have character. Loses sense of space and feel that exists currently of being part of the Dandenongs. <b>NOT RATED:</b> I see no need to start changing buildings to modernise – we lose too much of our history now – never seem to want things to get old in Australia – why? Europe *Manage quite well – that why I love travelling to England etc. They have a history because to keep it alive. Unsure. Visual consistency would be an improvement but not sure this block needs increased density. No flat top 'box' look. Keep 2 storey max. height to 7.5 met. Don't see need to pull down existing shops, but if redeveloped need flat roofs, with native/green feeling to soften 'commercial' feeling. Given current shops/cafes along Dawson Street, keep 'low key' relaxed feeling – no shops to footpath! Flat roofs lose character.

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
15	<b>Built Form – Height Scenarios</b> <u>View point 3</u> (Burwood Highway looking east)	<b>D3</b>  <b>D5</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.  Encourage a high architectural standard for future buildings that respond to the local setting.	<b>Yes = 5</b> <b>No = 8</b>  <b>Yes = 5</b> <b>No = 8</b>	<b>YES:</b> Yes ideally - but will take time and meet the developers' needs. <b>NO:</b> 2 storeys individually would be ok but not solid block of building along street. But not block square. Not aesthetically pleasing. Need individualised complementary architecture. A long row of high shops will be too oppressive and no personality in uniformity – the height is too much on a whole strip. Will just be like leggo buildings. Concreting look, blocks views. No greenery, trees on roofs. Architectural design <u>must</u> compliment village environment – not merely a ‘high architectural standard’ All double storey creates a ‘blocky look’ loses sense of space and obscures hills outlooks. Residents value the openness, space. <b>NOT RATED:</b> Unsure. I think this stretch of shops is basically the same as no.14. I think 2 storey would look more built up and less village like. Don’t see need to pull down existing shops, but if redeveloped need flat roofs, with native/green feeling to soften ‘commercial’ feeling. Given current shops/cafes along Dawson Street, keep ‘low key’ relaxed feeling – no shops to footpath!
16	<b>Built Form – Height Scenarios</b> <u>View point 4</u> (Dawson Street looking north)	<b>D3</b>  <b>D5</b>	Encourage the redevelopment of underutilised sites for retail, commercial and mixed use to provide for a continuation of activity along the Burwood Highway.  Encourage a high	<b>Yes = 5</b> <b>No = 8</b>  <b>Yes = 5</b> <b>No = 8</b>	<b>YES:</b> Anything that blocks the view of the car park would be good. And shops on the street frontage of Dawson Street would engage pedestrians. Yes ideally - but will take time and meet the developers' needs. <b>NO:</b> Should have set back from street to preserve views. Too blocked. Ugly, not open space, would need set back. Too industrial. This will lead to why high buildings. The answer is not more buildings.

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
			architectural standard for future buildings that respond to the local setting.		<p>Will just be like leggo buildings. Looks like Pentridge Jail. Removing character of UFTG. Keep this area CLEAR. No developments. Loses 'sense of space and greenness'. Obscures views of hills. See point 3 for other reasons relating to parking, congestion and aesthetics. Doesn't look good at all; give a closed in, claustrophobic feel to whole area and we lose the foothills feel of the area.</p> <p><b>NOT RATED:</b> Isn't this land Maxi's? Or Ferntree Plaza's? There is insufficient car parking as it is. Unsure. This façade would need a setback or sophisticated detailing to reduce visual dominance. Don't see need to pull down existing shops, but if redeveloped need flat roofs, with native/green feeling to soften 'commercial' feeling. Given current shops/cafes along Dawson Street, keep 'low key' relaxed feeling – no shops to footpath!</p>
17	Streetscape Specific Opportunities – Centre (NAC)				<p>Not sure if B5 is intended within pub car park? All suggestions good, but not re Angliss Hospital and Upper FTG School/Talaskia Reserve – emergency vehicle access, and adequate car parking imperative. Also need to explore improved connection from UFTG station with enhancement of current Ventura bus. Possibly a smaller shuttle bus.</p>
18	Streetscape Specific Opportunities – Overall				<p>Angliss currently working a Master Plan which includes traffic management and car parking alternatives. Option of 2<sup>nd</sup> storey to car park on Albert Street (staff parking) would aid to reduce number of cars in surrounding streets. Footpath (currently gravel) on Hospital side of Albert Street to be made path – constantly being repaired due to rain washing crushed rock away and into storm water drains. Note – approx. 400 people daily walk this pathway potential for injury and claims being made to Council. Careful confusing aspirational statements especially re car parking – refer C6 and C8.</p>

Panel No.	Panel Title	Strategy Ref.	Strategy	Is this how you would like to see UFG? (YES OR NO)	Comments (why)
					<p>C5 – ‘car parking at 1000 steps adequate’ – this is simply not true. Go there on the weekend. It’s madness.</p> <p>All suggestions good, but not re Angliss Hospital and Upper FTG School/Talaskia Reserve – emergency</p>

## Appendix G - Additional Workshop 4 feedback by topic

Topic	Comments
<b>Built form</b>	Royal Hotel is historic landmark – doesn't matter if slightly taller as on corner BUT could improve character eg get rid of ugly blue 'POKIES' sign.
<b>Car parking</b>	Please keep customer parking along Burwood Highway.
	Without good parking outside our shops we, the retailers, have no business. Good parking is why customers are happy to come.
	Parking in Edward St UFTG – hardly any inspectors, some weekends worse than Mon – Fri because of Cricket & Football cars can park on both side in John Street / Edward St – it is a 2 hour limit, cars are there (same) from 7.00am – 3pm, that is more than 2 hours. Why have limits if nobody checks.
	Please do not block off access from William Street to the rear of our shops – it's where we park keeping other spaces free for customers.
<b>Car yards – visual amenity</b>	Can anything be done about the ugly car yards?
<b>Community spaces &amp; development considerations</b>	<p>Maybe UFTG could have a 'series of meeting places' along Burwood Highway? This could happen by further developing/replacing the existing plantations at the corners of Rollings Rd/Burwood Highway; Rose Street/ Burwood Highway; Dawson Street/Burwood Highway into 'indigenous vegetation rest areas' including seating &amp; statues or even inviting the local coffee shops to provide their services to those using the 'rest areas'. This would increase the vista along Burwood Highway and could create a special UFTG feature by using the length of the shopping strip. Perhaps each rest area could be unique in its design &amp; vegetation and perhaps named after local identities from the UFTG history.</p> <p>Perhaps, with VicTrack's approval, the railway bridge could 'announce' entry into and exit from Upper Ferntree Gully.</p> <p>It should be remembered that the UFTG streets tend to be rather narrow (original planners obviously didn't foresee the town's growth) so creative thinking will be needed to best cater for all form of transport - pedestrian, vehicular, emergency vehicles and buses;</p> <p>All redesign of the narrow streets should ensure they cater for the emergency vehicles - the size and services provided while facilitating the movement both vehicular and pedestrian. After all we have a Public Hospital within UFTG's boundary and are in a potential fire area serviced by the CFA with volunteer locals.</p> <p>Parking can be maximised by indenting the parking bays in to grass verges on one side of the smaller street.</p> <p>Many of the proposals require developer's co-operations and to fulfil their needs, and provide an ultimate aim as it will take many years (generations maybe) to be achieved.</p> <p>While many of the proposals will be pleasant to the environs and visa, however I don't believe that business operator/developers/individuals can be/should be dictated to altering their existing business plans/arrangements/operations.</p>
<b>Green space</b>	My top priority in all of this is creating a green space – creating a park on William Street is a superb idea and would improve the quality and feel of UFTG no end.
<b>Pedestrians</b>	Also, pedestrians using Rose Street at the same time would create a pedestrian haven in conjunction with the park.



<b>Topic</b>	<b>Comments</b>
<b>Presentation of information</b>	Make the linkages between ideas – need to see these all together NOW not when you have done the final strategy – we are looking at bits in isolation & would like to see how they all fit together.
<b>Signage</b>	A7 Signage at entry to town to encourage parking in station car park on weekends and signage to same effect for those existing after not finding parking space in car park.
<b>Vehicle access &amp; connections</b>	Vehicle access and adequate car parking imperative. Also need to explore improved connection from UFTG station with enhancement of current Ventura bus. Possibly a smaller shuttle bus.
<b>Vehicle speeds</b>	There are possibly conflict situations (2) will be created with west (?) bound traffic on Burwood Highway – turning into the service lanes and being struck (?) from the rear by main flow traffic. The 70km/h speed limit on Burwood Highway should be reviewed. Slip lanes into the service land should be considered. Access to and from the service lane is very poor and not conducive to reducing road trauma.

## Appendix H – Collated tables from Workshop 5

### 1. What's your response to the Draft Strategic Plan proposals?

Overall the findings from the workshop show that participants were generally supportive of the draft Strategic Plan proposals.

Interpreting the data tables:

- All comments categorised into themes
- Most frequent at top
- No. brackets shows no. comments for that theme
- Where only 1 comment – these are in alphabetical order

#### Main themes:

- General support for proposals (30)
- Car Parking concerns not addressed (4)
- Landscaping (4)
- Built Form considerations (3)
- Connectivity (3)
- Engagement process (2)
- Footbridge (2)
- Process (2)

Theme	Comment
<b>General Support (30)</b>	Very impressed. Most issues that I can think of have been covered and discussed.
	Overall, I think it's a carefully considered strategy to enhance UFTG. Lots of great ideas that I hope will be realised.
	Pleased to see so many good suggestions have been adopted and will be implemented. Eg. Public spaces: Rose Street and 'Village Green'. Recognition of UFTG's historic significance.
	Very comprehensive overview of issues impacting the future of Upper Gully.
	Initially very good.
	I really like it. I like the vision of the streetscape and believe that will encourage development of the activity zone.
	Some great ideas.
	Some good planning proposals. The work compl. in FTG looks and works well – UFTG proposals will do well if results are as well planned and completed.
	General vision OK but details are important if it achieves its aim.
	A great step forward to a workable community living area.
	Good points and consideration. Covers most of what I expected.
	Happy so far
Excellent. It goes a long way to meeting the key objective of returning the township to people rather than vehicles while still encouraging business opportunities.	

Theme	Comment
<b>General Support continued....</b>	Great.
	Good overall
	Looks good
	Covers most bases. If this follows the FTG Village process then quite happy.
	Great! Good emphasis on prioritisation for pedestrian and bikes.
	Positive for the area as long as local residents are not inconvenienced.
	Great; seems very focused on foot traffic.
	I think it's fantastic. Keen to see the outcome.
	Good job of combining so many views and disciplines.
	Good that it's a draft as it's not too late to make changes. Mostly on track.
	It is certainly the right time some changes were made especially as UFTG is the entrance to Dandenong Ranges.
	It seems to make sense. As a community, most of the pieces (bike paths, foot hills, views, people) are there – they just need to be more connected and more visible. Particularly around the station hub, I think there's real tension between directing people to market/plaza and directing to National Park etc. (Quarry Road side).
	I think the proposals are within the workshops suggestions and it would be great to see the implementation of those proposals as soon as possible.
	I think the proposals are aligned with my recollection of the process we have participated in.
I think there are some great ideas. There is the need for revitalisation and activation of the streetscape.	
I like the issues that have been raised and included in the plan	
<b>Car Parking concerns not addressed (4)</b>	Given that car parking was identified as the first issue, removal of proposed spaces in Dawson Street & the main shopping strip conflicts with the strategic objective.
	Plan does not address parking. Attracting more visitors creates more parking problems. Suggestions for changing angle parking to parallel parking reduces car parking itself without any additional traffic from new visitors. There is already a problem which will be only exacerbated when it becomes more attractive than present.
	<b>1000 steps connectivity</b> Making people more aware of public transport access to thousand steps would be good. Not sure how much parking at 1000 steps can be improved, but good luck (my street is part of the overflow).
	Noted need for more parking areas – UFTG station and around 1000 steps. ? Re-zoning – commercial area. Not enough future car parking. Acceptable redevelopment.
<b>Landscaping (4)</b>	I think the focus on 'landscaping' is a much better fit to the area than 'art'.
	Interesting. Landscaping plans look very good!
	– <b>railway area</b> Improving the railway land would change/improve as long as it not unsightly and does not have high visual effect.
	Deciduous trees – YES! No more gums – fire hazard/dropping limbs etc.
<b>Built Form considerations (3)</b>	I don't see royal architecture as valuable but accept it is the dominant building. (Streamline)
	Old type of village buildings please!
	I also agree with varied roof forms and no buildings taller than 2 storeys.
<b>Connectivity (3)</b>	– <b>railway &amp; shops</b> looking to the connection between rail and public spaces

Theme	Comment
	to remove congestion around the central focus of hotel and Maxi.
	<b>Walkways &amp; Outdoor spaces</b> Love pedestrian walkways, outdoor spaces.
	Like idea connecting the bike trail. I am happy with SO 1, 2, 3, 4 etc.
<b>Engagement process (2)</b>	Great to see such a strong commitment to community engagement. Have not attended any of the other workshops so it's a bit overwhelming – information overload etc. but it is obvious that a lot of thought and good work has gone into the process so far.
<b>Footbridge (2)</b>	LOVE the shared overpass idea. Very valuable to Upper Gully Primary School – walks to forest. Bridge!!! Tourist buses could drive under???
<b>Process (2)</b>	Figure 4 – the pictures show a very modern building/s that don't go with everything. Old street lighting is displayed. Mock-ups should display what's been discussed rather than talk about it and pictures not show it. The relationship to Knox Council/Stat. Planning authorities (?). Strategic plans for the area is unclear. How this strategic plan fits with strategic resources re people, money, existing infrastructure (?), commercial .... Etc.
<b>Concerns about overdevelopment (1)</b>	My response is caution and concern for the potential change in township character. The potential to over develop in the future by replacing business use with two storey development.
<b>Dawson Street considerations (1)</b>	Dawson Street – to drive out to Burwood Highway. Now it is very hard – if you closing down the entrance from next to old Comm. Bank, be very hard to drive out from Dawson Street to Burwood Highway.
<b>Need more commercial focus (1)</b>	Seems good for the locals but how do we draw on the passing traffic into our commercial precinct? Are we spending money with no commercial gain – ie no increase in commercial traffic?
<b>Open space emphasis (1)</b>	Given the green and relaxing location, I think a strong emphasis should be given to creating car-free green public spaces in the village centre – crucial for the feel of the Centre and how it responds to the surroundings.
<b>Rose Street considerations (1)</b>	Rose Street – in case of emergency can we drive out from the Dawson Street to Burwood Highway?
<b>Safety lighting (1)</b>	I certainly agree with the local resident who commented about improving light and safety. We need more street lights to improve safety and security around the streets in the dark.
<b>Vehicle accessibility considerations (1)</b>	Between Glenfern Road and Burwood Highway – access and exit to UFTG is becoming more difficult
<b>Village feel (1)</b>	To maintain the 'village' environment.
<b>WSUD considerations (1)</b>	Please use Water Sensitive Urban Design principles instead of concrete when re-doing the walkway.

## 2. Is there anything that you would do differently?

### Main themes:

- Built form design considerations (7)
- Car parking (5)
- Footbridge (3)
- Landscaping (3)
- Underpass / Overpass from station to shops (3)
- Accessibility (2)
- Mount View Rd (2)
- NO (2)
- Process (2)
- Traffic flow (2)

Theme	Comment
<b>Built form design considerations (7)</b>	Although many people see the Royal as an important landmark, I find some of its design a bit obscure and not in keeping with the area. I prefer a more sympathetic look, such as the Micawber Tavern, Tourism in Belgrave or the Pig and Whistle in Olinda. Both gems!
	Consider future height of buildings. Redevelopment of residential areas for professional/commercial uses.
	Don't lose sight of current architectural feel and styles – anything too square or modern looks great on paper, but does it really capture what 'Upper Ferntree Gully' is.
	Please don't allow two storey buildings – keep UFTG looking unique!
	I would provide more medium to high density housing as it has a railway station which is good access to the city and other places. Near the railways to be medium to high density housing so as many people as possible benefit from the railway infrastructure, high density housing means more people using public transport which means better transport services for the community.
	Re consider two storey building I don't believe that building of this height will not interfere with views of the hills.
	New buildings must conform to existing buildings to maintain the UFTG structure.
<b>Car parking (5)</b>	<b>Station</b> - consider the potential of the carpark on Burwood Highway in front of the station. Currently used for occasional markets – could there be a better use for this space in light of the strategic plan to enhance UFTG as 'the gateway to the Dandenongs'?
	Activities for family – where's the increased car parking for increased activity in the area.
	Ensure disabled access and parking.
	Watch diminishing number of car parks. If boosting tourism – car parking could be an issue. Development of Rose Street – could mean valuable car parks lost.
	Remove proposed out stands in Dawson Street and revert angle parking in main shopping area – there is too much emphasis on pedestrians in Dawson Street given that it is the main access point for residents and emergency vehicles.

Theme	Comment
<b>Footbridge (3)</b>	Move proposed footbridge to closer to station.
	Suggest make pedestrian bridge at rail trail integrate with railway bridge rather than being separate (potential eyesore).
	Foot bridge connecting shopping area to railway station.
<b>Landscaping (3)</b>	Would plant natives instead of deciduous. There are plenty of beautiful 'stand out' natives that could be planted instead. Maybe a species that flowers during winter to bring tourists when it's cold and rainy!
	Totally native landscapes.
	I would like a natural greeny area/s developed consisting solely of vegetation which is native to UFTG. Perhaps this/these could provide quiet reflective space and maybe replace the vegetation to the southern side of Burwood Highway.
<b>Underpass / Overpass from station to shops (3)</b>	An underpass from station to shopping centre (guess expensive?) Is bike/ped bridge near railway to connect the getting them to shopping centre important.
	Bridge from the railway station to the shopping centre. Traffic lights are dangerous for pedestrians especially when drunk pub patrons turn at the lights across the crossing. Don't wait until there are deaths! Safety of all-age pedestrians is more important than runners only.
	Appears good standard process. The discussion on the footbridge – a footbridge over six lanes of traffic – Maxi to the Railway Station would likely block the major view of the Royal and famous railway bridge – not a good idea.
<b>Accessibility (2)</b>	Bushfire – need many ways to get out of area eg easy access to station.
	Walk access to connect station to street.
<b>Mount View Rd (2)</b>	Mount View Road should ideally be 2 way, but if it must be one way to appease locals, it should be one way out of the suburb, not in, so as to provide an alternative way out of the suburb in case of bushfire.
	Mt View Road was made one way st because of traffic flow. Now it's being used for traders etc parking. To the inconvenience of residents. Suggestion 1hr parking notices and residents be issued with Parking Permits (all day).
<b>NO (2)</b>	No.
	Not really.
<b>Process (2)</b>	Less info on slides so clearer to read and understand. Info overload. Zoom in on areas for clarity.
	This plan seems to be 'bottom up' driven (?). That's ok, as long the higher level plans are seriously considered.
<b>Traffic flow (2)</b>	I would not like to see pedestrians given priority over vehicle traffic. I consider Burwood Highway to be extremely important to access the Dandenongs and keeping the traffic flowing should be a priority. Pedestrians (myself included) can often slow walkers and should not be allowed to hold up traffic.
	Changes to traffic direction at Rollings Road/Old Belgrave Road/Burwood Highway. Leave it as it is! New plan invites danger. Why direct local traffic into busy Burwood Highway so it can go into service road. Please rethink this. There must be a better option!



<b>Theme</b>	<b>Comment</b>
<b>Chairlift (1)</b>	Consider pedestrian access for locals who live in the hilly southern parts of UFG heading up to water reserve. There are steps but steep. Perhaps a chair lift?? Would be great and encourage walkability of and access gorgeous areas overlooking Lysterfield and down to Gilmore Reserve. Add a Swiss Alpy feel to the Gully – nice and good for tourism!!!
<b>Clarify Strategic Objectives (1)</b>	Clarify more on how intergenerational living improvements would be implemented (S5).
<b>Focus more on residents' needs (1)</b>	Address concerns for residents rather than concentrate on proposals for built form. Which one will cause more problems in addition to existing congestion?
<b>Other (1)</b>	Still thinking.
<b>Public art (1)</b>	Not focus on art – or make the art more a fit for the area (eg animals and trees).
<b>Railway bridge (1)</b>	The railway bridge.
<b>Railway station surrounds (1)</b>	Removal of current toilet block to station area is a good thing. Enhance seating and garden space where current toilet block is now. Plant a UFTG heritage space with tree ferns. Commemorative tree and seating. This will also enhance market area also.
<b>Reduce vehicle speeds (1)</b>	What about slowing the traffic on Burwood Highway as it travels through to allow pedestrians and drivers space and time to visualise the area rather than just passing through in a rush.
<b>Signage (1)</b>	New signage everywhere. History boards?
<b>User friendly (1)</b>	User friendly.
<b>Weekend market location (1)</b>	Due to the fact that the weekend market has been less than successful, perhaps a rethink about its structure (location).

### 3. Is there anything we have not considered?

#### Main themes:

- Car parking (8)
- Traffic flow considerations (5)
- Built form design considerations (3)
- Footpaths (2)
- Koori cultural considerations (2)
- Landscaping (2)

Theme	Comment
<b>Car parking (8)</b>	– <b>1000 steps</b> I think the parking at 1000 steps should be paid parking. Too many people are going there. It is in the local paper all the time how lots of people are going there, maybe some more 'Health & fitness' related things to be installed. For instance Coburg & Mulgrave have fitness machines in the local park which the public can use. Maybe this could be installed within the Knox area including Ferntree Gully so that there are less people using the 1000 stairs so it is less dangerous for people who do use it (there is pushing and shoving and lots of gym trainers and their clients using it). Paid parking at the stairs can also be used to pay for equipment at local parks.
	Where you parking the cars if you want to use railway parking for a day or few hours and you disable?
	– <b>hospital</b> Parking arrangements at the hospital. Visitors to the hospital don't know where they are going. Clear public parking directions are required.
	Impact of development on local residents parking.
	Parking and congestion from proposed ideas and strategic built form proposals. Negative impact on green and openness of shopping centre by increasing built form and loss of parking.
	Village green area – please consider the access to the rear of the shops in William Street. Without access to the shops will create more parking problems.
	Overflow of railway parking will impact greatly on Centre. Traffic flow out of Dawson Street is dangerous as it stands.
	A grade separation to elevate the Burwood Highway to facilitate provision of additional parking, and allow through traffic unrestricted passage.
<b>Traffic flow considerations (5)</b>	Better exit of service road in front of Maxi to Willow Road (cars now have to get on Burwood Highway before entering Willow Road). This has to be used by all people who live west of Dawson Street.
	Traffic flow.
	Not sure if the plan covers the difficulties UFTG residents departing their properties during major bushfire activity.
	Access by trucks to and from shopping complex.
	Nothing in the plan should encourage through traffic flow Glenfern Road towards the activity centre via New Street and Ferndale Road

<b>Theme</b>	<b>Comment</b>
<b>Built form design considerations (3)</b>	Restricting heights of buildings to 2-storeys is all very well but will look awful if every shop along Burwood Highway becomes 2-storeys. There should be guidelines to prospective developers to make sure roof lines are not all the same height.
	Blue info building is an eyesore, please change the colour to something more muted, brick colour, perhaps, with some indigenous/tree fern art on it.
	While I like the 'Village Green' concept I do have some concerns with the proposal. 1. Increased criminal activity. 2. The effect on residents eg. access to their properties. 3. Parking for shopkeepers. 4. Lighting to overcome criminal concerns would affect residents nearby. 5. Design 2000 development.
<b>Footpaths (2)</b>	Paths to be able to walk to this area.
	Footpaths within the area
<b>Koori cultural considerations (2)</b>	OBJ. 8 Is there a Koori cultural history to integrate?
	Any ethnic cultural influences – indigenous influences???
<b>Landscaping (2)</b>	Increase landscaping within the activity area.
	Autumn leaves – next to footpath? Who pays for this? Who will be cleaning up the falling leaves?
<b>Alternative design influences (1)</b>	Have you looked to innovative town planning/landscape design/community centres in Europe? Eg Germany and Holland – big focus on pedestrian and harmony of architecture and open and fresh feel?
<b>Community motivation (1)</b>	Many locals have settled here recently because of low house prices. They may care less about atmosphere or community.
<b>Engagement process concerns (1)</b>	I'm not sure that you have taken on board peoples comments. After listening to Michael this morning there was a lot of 'we' have decided comments – which indicates to me that this exercise is just to enable Council to tick the consulted community box.
<b>Fast food policy (1)</b>	Does the plan have a policy on welcoming or discouraging major fast food outlets – for the purpose of tourists.
<b>Flood prevention (1)</b>	Run-offs to UFTG central business area.
<b>Generate local employment (1)</b>	Relationship between viability of current and additional employment opportunities ie. Cafes etc. This can be achieved via a combination of high densities and tourism. But you need employment 7 days a week, not just the weekend.
<b>NO (1)</b>	I can't think of anything.
<b>Public art considerations (1)</b>	The use of art – visual, projected, sculptural, performance environment doesn't immediately present itself in the plans.
<b>Process (1)</b>	Still thinking.
<b>Quarry Rd improvements (1)</b>	Traffic along Quarry Road – unmade road, dumping of rubbish, dust, no footpaths. Improve access for pedestrians north of station – no footpaths – many young families (prams, push bikes etc.)
<b>Railway Bridge (1)</b>	The Railway Bridge – beautifying it and painting please. The car yards?
<b>Railway station &amp; surrounds (1)</b>	The seats at the station should be wooden, not metal! No smoking? Yes.

<b>Theme</b>	<b>Comment</b>
<b>Rose St considerations (1)</b>	Close Rose Street to vehicular traffic and convert to community space and services? (ie take existing proposed ideas further).
<b>Shopping Plaza accessibility (1)</b>	Entry to Maxi carpark from Burwood Highway is fine. Perhaps consider the northern Dawson Road entry be 'entry' only and the southern 'entry' be made exit only.
<b>Street lighting (1)</b>	Better lighting is required in Talaskia Road, especially at the crest of the hill near Burwood Highway.
<b>Signage (1)</b>	Signage at station for the National Park. Tourists are lost if straight from the platform.
<b>Street lighting – safety (1)</b>	Street lights – this is missing from all local streets. Lighting (adequate) makes it safe to walk reduces dark places for intruders to hide and encourages more people to walk, keep fit.
<b>Tram to UFTG (1)</b>	Tram service out to UFTG down Burwood Highway – bring more tourists to UFTG. Bushland back area – creates an unsafe area for pedestrians. Dog walking/rest area required.
<b>Visual amenity (1)</b>	Clean up eye sores – upgrade gravel car park, surrounds to station.

#### 4. What do you think Council should prioritise?

##### Main themes:

- Accessibility (6)
- Landscaping (5)
- Car parking (4)
- Street lighting (4)
- Overpass (3)
- Community spaces (2)
- Open Space (2)
- Rose Street (2)
- Tourism (2)
- Village feel (2)
- Visual amenity (2)

Theme	Comment
<b>Accessibility (6)</b>	Safe walking paths.
	Improving the footpaths along Burwood Highway – make the surfaces flat – attractive paving – along south side. Northern side clear the bike/footpath from station to east (page cut off).
	The walkway opposite 1812 Theatre – behind the shops. The car park opposite 1812. Being a pedestrian, I have had the misfortune to nearly get run over by a car(s) in Rose Street (one-way) going in opposite direction ie coming from Burwood Highway.
	Access link – bike path bridge overpass. Near present railway bridge. Railway Station Plaza.
	Catering for the disabled. Bicycle paths/bicycle racks. (paper cut off).
	Pedestrian access and amenity.
<b>Landscaping (5)</b>	Tree planting! Landscaping in front of the station and along the station car park.
	Landscape treatments, enhance pedestrian connections and streetscape treatments.
	Landscaping Better connection of train station to south side of Burwood Highway. Rollings Road/Burwood Highway intersection improvements (sorry, no idea how to fix though 😊)
	Re-vegetation with natives.
	Boulevard of trees denoting 'I have arrived in UFTG'.
<b>Car parking (4)</b>	– <b>1000 steps</b> Definitely should be addressing the parking issues that surround the 1000 steps – whilst it's great to attract people to UFTG – it's another issue to do it at the ... (page cut off).
	<b>Tourist Info Centre</b> Upgrade information building and increase car parking.
	Parking for 1000 steps with Parks Dept.
	Parking. Traffic. Funding/rates impact. Burwood Highway/Dawson Street intersection.

<b>Theme</b>	<b>Comment</b>
<b>Street lighting (4)</b>	Street lights and paths to be able to walk to the area.
	Village type of living, safety, lights, footpaths, prioritise – light (street), footpaths, hospital, school.
	Safety, lighting, cleaning spaces that look grungy at back of shops and shabby billboards.
	Pedestrian priority. Lighting.
<b>Overpass (3)</b>	Footbridge over/under Burwood Highway.
	Bridge across Burwood Highway.
	Overpass.
<b>Community spaces (2)</b>	Building more fitness areas since the 1000 stairs is so well used. Walking around an oval is boring but going with friends to a free fitness park would be great.
	Community space for all to use in a leisurely way.
<b>Open Space (2)</b>	Parkland.
	Open spaces in Centre, especially behind 1812 theatre. UFG tourism. Given the number of people who visit 1000 steps, I think there's huge potential to make UFG more attractive to them, through historic (page cut off).
<b>Rose Street (2)</b>	Shared space in Rose Street
	Rose Street
<b>Tourism (2)</b>	Promotion of UFTG for tourism. To stop and use the facilities.
	Developing an attractive environment to attract visitors to the plaza area. And entertainment and arts.
<b>Village feel (2)</b>	Village atmosphere.
	Village Green
<b>Visual amenity (2)</b>	Definitely the Burwood Highway. Frontage, particularly help with the beautification of the pathway and pavements. Garden scaping and removal of graffiti in the main shop on Burwood Highway.
	As Burwood Highway is the major of the area covered in the plan, it should be the primary focus – beautify the feature; plant indigenous plants, generally clean up the area and gateway to the Dandenongs – including signage indicating UFTG is here!
<b>Flood prevention (1)</b>	Initiatives to prevent flood damage,
<b>Gateway (1)</b>	Unsure specifically but capturing the passing traffic going to the Dandenong if we are really going to embrace that we are the 'gateway to the Dandenongs'.
<b>Lighting (1)</b>	Lighting.
<b>Pedestrian crossings (1)</b>	Crossing traffic light set up is not safe and could be made safer quite easily with turning arrows and crossing lights giving pedestrians enough time to cross.
<b>Pedestrian connectivity (1)</b>	Bike and pedestrian path improvements. Connection with foot hills.
<b>Process (1)</b>	Would like to see email document before I comment.
<b>Public toilets (1)</b>	Public toilets.
<b>Railway Station (1)</b>	Railway station plaza. A great idea re signage and sense of presence.
<b>Railway Bridge (1)</b>	The railway bridge. I think this should really emphasise the gateway to the Dandenong Ranges and I would love to be involved.
<b>Railway line amenity (1)</b>	Tidying up very messy/wet areas along Burwood Highway on railway line side, including lvy removal.



<b>Theme</b>	<b>Comment</b>
<b>Securing land for development (1)</b>	securing land for medium to high density housing near the train line
<b>Strategic Objectives (1)</b>	S01 and S03
<b>Support priorities (1)</b>	I think the current priority is right.
<b>Traffic flow (1)</b>	Traffic management – slowing traffic to Burwood Highway.

## Your thoughts about the Streetscape Design proposals...

Overall the findings from the workshop show that participants were generally supportive of the draft Streetscape Design proposals.

Interpreting the data tables:

- All comments categorised into themes
- Most frequent at top
- No. brackets shows no. comments for that theme
- Where only 1 comment – these are in alphabetical order

### Activity 1 - Looking at the *Framework Design*:

Question – what are your thoughts about the 6 focus areas?		
Framework aspect	Theme	Comments
Pedestrian Walkway	Support (18)	Some great ideas.
		Like it.
		(tick)
		Provided they move people where they need to go this is great.
		Great.
		Very good idea – support.
		All good.
		Good.
		(tick) idea
		Good – to encourage more walking.
		Good idea.
		(tick)
		Great idea – well thought out.
		Sounds sensible.
		Great enhancement.
		Yes.
		All fantastic and all a priority (except maybe gateway features)
		All sounds equally good!
	Landscaping (7)	Deciduous trees are a must like an avenue – some corresponding on other side.
		deciduous trees (tick)
		The trees/landscape could buffer the noise.
		We like the sound of this but possibly there are more 'striking' native trees instead of deciduous!
		Deciduous trees – yes.
		Trees are good but the walkway shouldn't deTract from parking
		I like the idea of maple or a similarly vibrant deciduous tree.
		Don't feel that Burwood Highway necessarily has to follow

**Question – what are your thoughts about the 6 focus areas?**

Framework aspect	Theme	Comments
		same scheme as rest of hills.
	<b>Footpaths (2)</b>	Deepening the footpath running next to the Royal and down to Rose Street is a fantastic idea to allow pavement café culture.
		Deciduous trees doesn't relate to improving walkability. Good to improve walking in front of the Royal.
	<b>Footbridge (2)</b>	Footbridge is important for bringing people and interest.
		Good to have clear and concise pathways. Foot bridge should be built alongside existing rail bridge.
	<b>Pedestrian Safety (2)</b>	Need for safe crossing, near Royal hotel and station area across Burwood Highway.
		Need to be able to get there from local streets – especially old Belgrave Road.
	<b>Flood prevention (1)</b>	Considering flood problems along Burwood Highway, are deciduous trees appropriate?
<b>Car Parking (1)</b>	Decreases 'NO' of car spaces, but improves quality. To 1000 steps. Signage to steps.	

Framework aspect	Theme	Comments
Station Plaza	Support (17)	Very pleased to see this area is on the list for improvement. A most uninspiring area at the moment. Very off-putting.
		Like it. Is there room for a café?
		At the moment, you feel like you're on top of Burwood Highway when sitting outside.
		Station Plaza is a great landing point for visitors.
		Good.
		Looks great.
		All good.
		Good.
		(tick)
		Good idea as the railway station/tourist info is boring and plain.
		Good idea.
		(tick)
		Sounds good the station needs an uplift.
		Good concept – trying to balance all stakeholders
		A must; needs attention so any infrastructure will be an improvement.
		Good
		Excellent! Need buskers. A café at station. Outdoor seating.
	Implementation concerns (5)	Not sure how this would work.
		Concerned about details to allow for all users.
		Not sure – need more parking/shops/dev. here.
		Are stations places where people stay or more transit spaces? Why would people stay here?
		Not sure how this will help anything. Surely you're better off to encourage people to cross the road.
	Car parking (2)	More parking required than plan indicates.
		Parking. Worried about parking. If boosting tourism surely more car parks will be needed.
	Weekend market (2)	Sounds good – no parking on Burwood Highway during market would be appreciated!
		Move market to shop strip – it works in Tassie's Salamanca Market.
	Visual amenity (2)	Clean up corner next to information centre.
This does need attention but may be difficult as it's not Council property.		
Built form considerations (1)	Ok. Buildings displayed are too modern to fit the surroundings.	
Design considerations (1)	Yes. Timber seats with backs. Tree ferns. Shady areas. Fern motifs. Bird sculptures.	
Layout (1)	Swap info centre and toilet block (location, not buildings 😊)	
Traffic flow (1)	Traffic flow and aesthetics.	

Framework aspect	Theme	Comments
Rose Street shared space	<b>Support (16)</b>	Sounds good.
		Very good. I think the outdoor space becomes nicely screened from busy Burwood Highway.
		This is an absolute must to make the Centre more pedestrian friendly.
		Has potential.
		(tick)
		(tick)
		Good idea.
		All good.
		Excellent – goes with the prime objective of moving from cars to people/pedestrians.
		(tick)
		Love it – could change the area.
		It will improve overall look of area. Probably not enough foot traffic at moment, may improve with more development.
		Makes sense.
		Ok.
		(tick)
		Seems ok.
	Interesting – away from the highway – Melbourne laneway feel – I like this.	
	<b>Implementation considerations (7)</b>	Not certain whether this makes sense, but only will if landscaped as a ‘walkway’.
		Really good but preferably no cars, just a pedestrian mall.
		While aesthetically this plan would be terrific, I doubt there is enough pedestrian traffic to warrant and I have concerns with potential property development in Rose Street.
		Too far from main hub?
		Visually connect with Maxis. Open up so not polly pockets with the one suburb
		Yes, sounds great.
		Ok but don’t push out op shop through higher rents etc.
	<b>Parking (3)</b>	Where do people park?
		The car park opposite 1812 is hardly used and all those shop yards look scruffy.
		Parking. Worried about parking. If boosting tourism surely more car parks will be needed
	<b>Not support (2)</b>	No reasons to go in. Nothing to encourage business or services to attract people.
		No.
	<b>Public safety concerns (2)</b>	Good idea though thinking of safety as may be a hangout for trouble.
		Needed – safe footpath from Burwood Highway to Dawson Street. Drop off parking for op-shop deliveries.
	<b>Features (1)</b>	Development of café and eating area plus extension of arts and cultural area.

Framework aspect	Theme	Comments
Village green	<b>Support (23)</b>	Good. Not sure if it will get the same use as Rose Street. Can shops get rear access.
		Also, it would be a reflection of the green surrounding hills. Absolute must.
		Very supportive of creation of this space.
		Also love it – let it be bigger offer children families a place to go.
		Continue along entire length of William Street.
		All good.
		Very welcome.
		Like this idea
		Good
		Not high priority – hardly used area but must be preserved for future ‘green’ area.
		Excellent – allows the space for people/community to get together and plan.
		(tick)
		Love this idea if it is done in an adventure/interesting way – not just dropping play equipment in.
		Good idea as above. Probably great in the daylight.
		Will be good – playground for children please.
		Seems like a good idea.
		Good.
		(tick)
		Great!
		Great! Clean up a scruffy area. Play equipment a good idea.
		Good.
		There’s a space there. It would be nice to be used.
		Would love a village green provided it is green – as in grassland not concrete and smarmy landscaping.
	<b>Lack of connectivity (3)</b>	Doesn’t feel connected to Rose Street or surrounds.
		This area seems to be very ‘out of sight’. I’m not sure that improving the appearance etc. would draw people to it.
		Would get lost as is behind shops.
	<b>Security considerations (2)</b>	Security important.
		Need for security around the clock. Well lit at nights.
	<b>Flood prevention (1)</b>	Has the flood plan been considered.
	<b>Accessibility (1)</b>	Green spaces are wonderful just be careful about access to rear shops and houses along Burwood Highway and William Street.
	<b>Parking (1)</b>	Parking. Worried about parking. If boosting tourism surely more car parks will be needed.

Framework aspect	Theme	Comments
Gateway features	<b>Support (14)</b>	Most important to develop this.
		Good
		See concerns as outlined in Q3, albeit a great idea.
		Yes, yes, yes – we need to announce Upper Gully and it's direct link to the Dandenongs.
		Approve.
		All good.
		(tick)
		Good if goes beyond the obvious – bad examples are in Mooroolbark Shire.
		This is great as it shall lift the spirit of the area for locals and visitors.
		Definitely – get rid of the hoardings, the road signs – too many – love the gateways.
		Ok.
		(tick)
		Definitely needs improvement. Hope these will do the trick.
		(tick)
	<b>Implementation considerations (6)</b>	Not a priority, nice to do.
		No sculptures – tacky. Sign only required. Local artefact to make iron (?) works looking like wood – footbridge part of gateway, signage to the Dandenong Ranges. Low maintenance.
		Bridge painted with heritage paint colours.
		Need to be eye catching yet keeping with flow
		Sculptures to reflect indigenous and European heritage of area. Eg Dutch, German, ...(?)
		Fabulous! Tree ferns ideal.
		I would like to see more of the design. I would like to be involved in the design.
	<b>Not support (4)</b>	Already there.
		Low priority.
		Don't spend so much money on gateways that there is less not much in the pot for other changes. Signage – cheaper – best.
		Does not address the vehicle and pedestrian issues.



Framework aspect	Theme	Comments
Bushland backdrop	Support (20)	Most important to preserve.
		(tick)
		The VicTrack land is a real eyesore in UFG and really needs attention.
		Very important.
		Must be retained both north and south.
		Great idea.
		All good.
		Any environmental improvement is a good one.
		The bushland backdrop is where we live – enhance it as much as possible don't bugger it!
		Keep it at all costs and don't obstruct it.
		Must retain.
		(tick)
		(tick) (tick) Chairlift up to Grandview Crescent.
		Agree 100% this needs to be a top priority.
		This is extremely important and should be enhanced rather than 2 storey buildings blocking any of this view.
		Keep it. Bushland backdrop part of charm of area and keeps UFTG the gateway.
		Yep a definite feature worth enhancing.
		Good
		Sounds like a good idea so long as parking not lost
		Some may need to be more parking. Good idea. Contrast with pathway trees.
	Implementation considerations (6)	Enhancement through adequate management would be good.
		It exists – just tidy up.
		This area could be dealt with as a priority, as possibly least expensive item.
		Should take care of itself.
		Tidied up.
	Heights (2)	Low priority.
		Certainly agree with maximum 2 storeys for buildings.
	Landscaping (2)	Need to consider 2 metre height restriction for properties on low land.
		Why not put established trees in so we do not wait for them to grow. Tree ferns are fantastic, love the Ferntree aspect.
	Safety (1)	Tree fern could be more distinctive idea. Don't want too much branch/bark shedding in car park.
		Consider safety – especially at night.

**Activity 2 - Looking at the 'Future Directions' concept diagram please comment**

**Main themes:**

- Landscaping (14)
- Gateway features (3)
- Signage (3)
- Traffic flow (3)
- Built form (2)
- Carpark (2)
- Footpaths (2)
- Public transport (2)
- Rollings Road intersection (2)
- Sculptures (2)
- Street lights (2)
- Village Green (2)
- 

Participant nominated aspect	Comment
<b>Landscaping (14)</b>	<b>Burwood Highway</b> Avenue of deciduous trees.
	Agree shade trees are important, deciduous trees especially. In the past, trees have been removed in the commercial area as Council believed only indigenous varieties were important and even natives which were not indigenous were afforded no protection in the scheme. Deciduous trees play an important role for native fauna and will extend the wildlife corridor to National Park. The backdrop of UFTG must be retained and not be degraded by built form which destroys views and openness and livability. Creating built form along Dawson Street will destroy these features. It will have a definite impact on the beauty of UFTG township. Most residents are attracted to UFTG because it is open and green. Creating built form along Dawson Street will lose the open green feel of UFTG and severely impact views and create congestion and loss of parking.
	European trees – plain trees.
	Water feature – fountain in pond. Outdoor area. Rotunda required.
	Will the existing trees go off Burwood Highway?
	<b>Street trees</b> Good idea. Not all trees need to be natives!!!
	I am only in favour of using native bushland flowering bushes; we should maintain only a native vegetation character in the hills; deciduous trees shed tonnes of leaves and look bare. (page cut off)
	<b>Deciduous trees</b> - Best ones for bushfire area.
	<b>Trees/shrubs out</b> Maxi – will improve visual aspect.
	Like the idea bringing back 'Jesus/tree Jesus' to UFTG. But, must be planted in 'replica' of nature to avoid sad, dried foliage eg shade/mini creek water features etc.
	Did the Council just remove trees from the front of shops recently (yes)
	Support deciduous trees autumn colours. Light in winter. Honours European influences of Dandenong area.

Participant nominated aspect	Comment
	Garden and treescape very important. Bring civic pride back encourage some landscape to be completed by Knox youth and volunteers. Improve lighting 'style' along Burwood Highway.
	Enhance this by including indigenous vegetation into the streetscape of Burwood Highway.
	Planting out in front of station/behind info centre will improve space (tick, tick, tick).
<b>Gateway features (3)</b>	Royal Hotel curves; deco style could be extended in design of buildings and art sculptures
	Puffing Billy used to begin at Upper Gully.
	Future development plans/footprints should come before further consideration/adoption of any of this plan and the priorities in 'Activity 5'.
<b>Signage (3)</b>	Better signage for tourist, make UFTG a place to stop and enjoy. Liaise with Dept. Tourism and Recreation/Yarra Ranges for shared spaces and costs in visitors info – looks pretty dull and uninteresting. UFTG is gateway to 1000 steps it should be promoted.
	Introduce uniform signage eg. Art Deco font – as businesses to use at the front on their shop advertising.
	Improve signage without making a 'sign jungle'
	- Tourist
	- Announcing UFTG
	- Shopping centre.
<b>Traffic flow (3)</b>	Traffic flow is more important than pedestrian flow – people won't stop and use UFTG facility if they can't drive around the street easily and find parking.
	At moment set a lot of traffic backing up at Dawson (on weekend 3 or 4 light changes to get through). But the lights next few intersections to city have no back-up. How improve? If create 1 → 9; how set between?
	<b>Burwood Highway access</b> Maxi – proposed alterations are a vast improvement on existing Highway service lane near vet - proposed alterations are a vast improvement on existing
<b>Built form (2)</b>	<b>Existing buildings</b> - VIP that further development blends into existing building. UFTG charm is old quaint buildings.
	Love idea of terraced/layered look to streetscape, not flat and boring
<b>Carpark (2)</b>	<b>extension (rail)</b> Increase further.
	<b>Kinder carpark and fence.</b> Definitely.
<b>Footpaths (2)</b>	Pavements for all streets not just the centre area.
	<b>Rail Trail connection</b> Sealed paths would be great. Prefer it continue along to Nat. Park as currently as well as near bridge.
<b>Public transport (2)</b>	Moving the bus away from the station would make travel connections harder – not draw people into the town centre.
	Public transport – buses, catering.
<b>Rollings Road intersection (2)</b>	Doesn't address issues of turning right to Burwood Highway. Also awkward turning into service lane via Highway.
	<b>Kerb realignment</b> Much needed. No right turn into Burwood Highway?
<b>Sculptures (2)</b>	Yes Art Deco type?
	Don't half do it.

<b>Participant nominated aspect</b>	<b>Comment</b>
<b>Street lights (2)</b>	Street lights for all streets not just the centre area. Will adequate lighting and pavements, less parking will be required at centre and railway station.
<b>Village Green (2)</b>	Indigenous reference should be remembered. Mana gum trees and cultural tribal folks respect. Like this idea – could expand to connect the bike path that comes from Upwey and connects behind Mount View Road to Mountain Gate and beyond. This seems to be overlooked.
<b>Flood prevention (1)</b>	Flooding to be considered.
<b>Lighting (1)</b>	Install Art Deco style lighting along Burwood Highway.
<b>Path station → 1000 steps (1)</b>	Connection needs strengthening. CFA and VicRail land; so will use train rather than parking at thousand steps. S0 7 on east.
<b>Process (1)</b>	Will comment when I have read the draft – thank you.
<b>Public space (1)</b>	Love idea of heaps of outdoor public furniture, restaurant/café seating with tasteful awnings.
<b>Safety (1)</b>	Reduce fire hazards.
<b>Seating (1)</b>	Seating – benches.
<b>Stairs to station (1)</b>	Excellent visual info UFTG.
<b>Station Plaza</b>	Cleaning up the front of station is vital. Bus hub tidied up – much needed.
<b>Support overall (1)</b>	Just makes sense.
<b>Toilets (1)</b>	Moving toilets a great idea.
<b>Visual amenity (1)</b>	Like the idea of cleaning and planting railway side.
<b>Visual environment (1)</b>	Make the township an inviting location which tourists want to visit and locals can be proud of.

## Any other comments?

Main themes:

- Built form design considerations (4)
- Car Parking (3)
- Landscaping (2)
- Process (2)
- Pedestrian traffic (2)

Theme	Comments
<b>Built form design considerations (4)</b>	Great to believe that there is a future in Upper FTG as an interesting place. Colour is important to lift the dull aspects of building and facility design. (Incorporate school children to participate in a community sculpture or artwork).
	As Art Deco buildings are a feature – the Royal and shop opposite – why not use this as a theme for the township and its features and therefore its appeal.
	Please don't build shops and amenities that don't enhance our unique mountains & forests – two storeys – UNNEEDED! Don't make Upper Gully look like lower gully, Knox. Beautify but build on making it blend in with the surroundings. The beauty will make us stand out without modern 2 storey shops.
	Emphasise please consider innovative, fresh, creative & publically minded community / town planning ideas of Germany, Holland & Europe in general – there are some public centres that are truly inspirational. Keep up the good work! Ensure a harmonic, holistic & thematic look and feel the UFTG is very hotch potch and in parts ugly eg panel beaters / Caesars
<b>Car Parking (3)</b>	The object is to attract locals & visitors to the area but they need to be able to park!! Not everyone walks or rides a bike.
	Take care of the business community with parking & zoning the rest will be easier to develop and grow
	I'm not sure what shops are in Upper Ferntree Gully because there are not many and there is not much parking, perhaps a multi storey car park and more people could use the train, catching buses to the train isn't feasible for everyone and the Upper Ferntree Gully station car park is very small. More parking near a station also means more people go to a place to park and take a train and then are also likely to look at local shops in the area. Perhaps a local Salvos store there would be good (there are lots near Ferntree Gully Station) but one near Upper Ferntree Gully station would be good. Also a neighbourhood house which runs activities for locals.
<b>Landscaping (2)</b>	Mixed feelings re deciduous versus native along street edge.
	There is a huge number of Japanese people who travel to the gardens for cherry blossoms – maybe these could play a part in the streetscape – kind of irrelevant but a suggestion!
<b>Process (2)</b>	Well-presented workshop. Quality. Drawings with clear concepts.

Theme	Comments
	Best wishes to those responsible for negotiating with various 'agencies' eg railways to make improvements for present and future BEAUTIFUL UFTG – the area we love.
<b>Pedestrian traffic (2)</b>	The notion of shared areas – notably Rose Street seems to be poorly thought through – does not address the real pedestrian traffic pattern Look at more ways to encourage pedestrian traffic to Rose St & Village Green – wonderful idea but seems to be an afterthought. Thanks
<b>Access to services (1)</b>	MDLC has 50/60 teenage students in UFTG (in the Caesar's block) with minimal external resources. We will have to divide to extend our lease ort move to FTG Village. This looks promising but time frames might not match.
<b>Connectivity (1)</b>	Pedestrian bridge/s – shops to station, one bike path to other? Can do tunnel in conjunction with tunnel connecting one side of the rail line to the other.
<b>Gateway considerations (1)</b>	The term 'Gateway to the Dandenongs' does no service for UFTG. North Melbourne Tip has a gateway. UFTG is part of the Dandenongs – the foothills part, the Gully itself.
<b>Housing diversity (1)</b>	Like the idea of shop top housing – will provide some additional activation to the main street.
<b>Indigenous culture (1)</b>	Where is this included?
<b>Market carpark (1)</b>	For months I had meant to suggest a modification to the car park opposite the Royal hotel, where the weekly market is held but totally forgot. I have been a stall holder at this market and am aware that it doesn't do so well anymore, particularly on a Sunday. And on a personal level, I find it so strenuous setting up and taking down my gazebo every week. One thing I believe that would benefit me and may encourage people to more frequently visit the market would be a roof over entire car park. If money to build the structure is a problem, then paid meter parking during the week for train commuters would help, thus giving those payers the advantage of a car under cover. I think it's a brilliant idea. Stalls covered from the elements, visitors kept dry - bonus! I also have some suggestions for its design. Based on many carparks in qld, it would be great to see the roof represent market umbrellas, which still give the area a market feel. Colours would be kept on line with those already chosen for the upcoming developments.
<b>Pedestrian safety (1)</b>	Old Belgrave Road is a busy street, will lots of walkers having to walk in the centre of the road as no pavements and no lighting. The street lighting in this suburb is a disgrace and key for safety and encourages a healthy lifestyle.
<b>Public art (1)</b>	Street art is not required – flower baskets hanging are very desirable
<b>Railway Bridge (1)</b>	Just a thought on the Upper Gully (road) streetscape design elements: What about the Railway Bridge across Burwood Highway. This could do with a facelift as a main focal for locals & visitors. What about a mural (As Belgrave Main Street has) – pictorial reference to the attractions Native Wildlife & Fauna. Perspective of heading into the hills. Perspective of heading into Knox. I have mentioned this before (deaf ears).

Theme	Comments
<b>Support overall plan (1)</b>	Things I disagree with, as is natural, but the entire plan shows it has been carefully thought through and it makes sense.
<b>Traffic flow (1)</b>	Why haven't the laneways between car yards and church been addressed to improve traffic flow.



## *Appendix I – Priorities Matrix from Workshop 5*

The first table below shows the frequency with which each aspect (in left hand column) was ranked Priority 1, Priority 2 and so on.

**Yellow boxes:** show which aspect was the most frequently rated aspect for each Priority descriptor:

The second table shows List of priorities in order based on overall weighted votes, derived by giving every Priority 1 a score of 9, every Priority 2 a score of 8, every Priority 3 a score of 7 and so on.....so that Priority 9 gets a score of 1.

Table of raw scores

		Priority 1	Priority 2	Priority 3	Priority 4	Priority 5	Priority 6	Priority 7	Priority 8	Priority 9
<b>Short term</b>	1 Pedestrian walkway	15	7	3	2	3	1	0	0	0
	2 Station Plaza	9	7	6	2	2	1	1	0	0
	3 Gateway Features	2	7	9	0	3	2	2	0	0
<b>Medium term</b>	4 Rose St	5	5	7	5	3	3	0	0	0
	5 Village Green	5	7	3	5	4	3	1	0	0
	6 Dawson St amenity upgrades	1	4	7	6	2	5	2	1	0
<b>Long term</b>	7 Bushland Backdrop	7	1	1	1	2	1	3	4	1
	8 Extension of shared space	0	2	2	4	3	1	3	7	3
	9 Extension of pedestrian walkway	2	2	2	2	2	2	3	2	8

Table of priorities by allocated points

	9	8	7	6	5	4	3	2	1	Totals
1 Pedestrian walkway	135	56	21	12	15	4	0	0	0	<b>243</b>
2 Station Plaza	81	56	42	12	10	4	3	0	0	<b>208</b>
3 Gateway Features	18	56	63	0	15	8	6	0	0	<b>166</b>
4 Rose St	45	40	49	30	15	12	0	0	0	<b>191</b>
5 Village Green	45	56	21	30	20	12	3	0	0	<b>187</b>
6 Dawson St amenity upgrades	9	32	49	36	10	20	6	2	0	<b>164</b>
7 Bushland Backdrop	63	8	7	6	10	4	9	8	1	<b>116</b>
8 Extension of shared space	0	16	14	24	15	4	9	14	3	<b>99</b>
9 Extension of pedestrian walkway	18	16	14	12	10	8	9	4	8	<b>99</b>

## *Appendix J – additional email feedback post Workshop 5*

### **EMAIL 1:**

Your work was very well presented, congratulations and good luck. I know what its like getting ideas across to clients and small groups so I can only imagine the combinations you are up against.

I just wanted to follow up to reiterate the value of the overpass at the train bridge. As the immediate past school council president at Upper Gully primary I am aware of so many excursions we do that it would be a massive help for. We have large groups walking to the forest probably 20 days a year and currently we can take 5 or 6 traffic light cycles to cross Burwood highway and then Mt Dandenong Tourist Rd, and it can be frightening. When we do our cycling excursions to Knox we currently take a good 25 minutes to get to the bike track just west of Hilltop rd., ducking and weaving through all sorts of back streets and crossings to get a big group of kids on bikes through. Aside from the school kids, as a resident of the forgotten sliver of Upper Gully around Janiesleigh Rd, and a local runner and cyclist, I think it is the missing link for interconnecting the features of Upper Gully and would be a quantum leap for the town.

Perhaps the overpass could form the sculpture at that end of town and help conceal the ugly train bridge?

I really like the concept of the square behind the Royal. I could see it really working to create an outdoor space screened from the traffic of Burwood highway.

The deciduous trees providing a transition from the native vegetation to developed strip sounds like a great idea.

### *Group perspectives...*

#### **1. Board of Management of the 1812 Theatre Limited.**

Please accept the following comments as if they were coming from the **Board of Management of the 1812 Theatre Limited.**

**Primarily we fully support the Strategic Plan and the accompanying Street-scape Plan as proposed.**

It is very much in line with the ideas that we, the 1812 Theatre Board of Management, has in mind for the area. We feel that the strategic object of improving the pedestrian and cycling access to the Activity Center is being met although in the longer term we would like to see even more priority given to this.

The idea to place a village green and parkland in William Street is an outstandingly inspired idea. This along with the encouragement of pedestrians in Rose street will provide residents and visitors with a welcoming area where they can meet and talk/network. We will take this into account when we start plans for the development of number 5 Rose Street. We see the opportunity of providing entertainment to the users of the parkland such as music afternoons during the weekends. Having

said this we will still need some access to the rear of the theatre on a limited basis. We feel that the village green and parkland could also be used for regular Community markets.

As I have told you, it is our intention to add some residential units to our development of number 5, but we will do this in a manner that will utilise the views and enhance the area. Having a community park outside a home will add to the appeal of the units and it is our intention to highlight these in our planning.

The streetscape plans for Rose Street are excellent and will also allow us to provide the cafe/restaurant facilities to the users of the pedestrian way. We would love to have the opportunity to provide street theatre in this area during the summer months. It will also encourage other groups such as schools to get involved in the entertainment.

On a broader scale, we fully support all the developments that make it easier for visitors and residents to access the activity center. We feel that this will encourage businesses to provide facilities and services for them such as more cafes and restaurants.

Please let me know if there is anything that we can do to assist in the progress of the plans.

**2. The Gully Market Association**

The Gully Market Association Inc.

A0035076K  
 PO Box 7011  
 Upper Ferntree Gully Vic 3156  
 Phone: 0417 599 466

KNOX CITY COUNCIL	
From & Asset	
<b>RECEIVED</b>	
- 8 MAY 2015	
Subject	Council Ben
Customer	The Gully Market Assoc
Drawwork	
Contract No.	
Site No.	

7 May 2015

Councilor Karen Orpen  
 Knox City Council  
 511 Burwood Highway  
 Wantirna South VIC 3152

*S Manolakis*  
*GA*

Dear Councilor Orpen,

A number of our members recently attended a meeting at the City of Knox offices with Mr Spiro Manolakis regarding the Strategic Planning for the area of Upper Ferntree Gully. As a result of this meeting we wish to forward in writing a number of issues that have been of concern and we feel should be addressed in the upgrade of the area surrounding the Gully Market.

1. A rigorous clean up of the embankment between the car park and train lines to remove noxious weeds and a replanting with native vegetation to better represent the City of Knox. Currently the ivy, blackberry and other weeds are choking out any native vegetation and creating a refuge for rubbish and rodents, as well as a potential fire hazard. There is a path that runs along the top of the blue stone retaining wall that is a continuation of the path to the Thousand Steps. This is obstructed and in disrepair but could provide an alternate route for people who use this area.
2. Monthly cleaning of the rubbish and debris that accumulates in the gutters along the edge of the market, creating wet and slippery conditions during inclement weather due to the area not being able to drain adequately. The clean up of rubbish will also reduce rodents in this area.
3. Re-engineering of the ground around the toilet block, in particular the ladies end, where the reverse fall of the land and the embankment that allow water build up that is putrid. The stagnant water is not only a smell problem but encourages weeds, wasps and mosquitos. These last present a health risk to those frequenting the market and using the public facilities.
4. The dismantling of the existing timber tables and bench seats. These are extremely old and have not withstood the test of time. There are

sections that are completely broken and weathered. As a result exposed nails and splinters pose a risk to those people who do use these facilities. Replacement with more durable materials would be ideal as these facilities are extensively used during summer and at other times of the year when weather conditions allow.

5. Signage to request people do not park overnight Friday and Saturday due to the presence of the market on the following days. Since the inception of the market this has caused issues as it interrupts the set up of the market when cars are parked. We have people coming to collect their vehicles from the middle of the market whilst the market is in progress. Some of these become hostile when we point out the safety issues regarding moving vehicles within the confines of the market. I feel sure our Market Insurer would not cover this should anything go awry.
6. Better signage to indicate the proximity of the 1000 steps and the walking path along that side of the Burwood Highway. Safety railing would be a huge advantage as there are regular accidents on or near this intersection. This would also serve as a slight barrier for children attending the market.

As the market aims to raise monies to donate to local public and community groups we feel that these measures while enhancing the look of the area will also provide a safe place in which the market can operate. This should mean that the market will then flourish with more vendors and customers, allowing us to contribute further to groups in the area.

We thank you for your attention to these matters as we feel certain that the market would draw further patronage if these issues were addressed and this would have a flow on affect to surrounding businesses. We look forward to having representatives at the forthcoming Strategic Planning Workshop set forward for May.

Yours truly,