

BUILDING TRANSITIONS PLAN	
Heights	<ul style="list-style-type: none"> • 6-8 storeys next to Ripponlea is unreasonable (Gordon St ABC) • 2 storey on Glenhuntly Road • Glenhuntly Road – human scale – need to keep it that way • Sinclair Street 6-8 wrong transition – needs thought • Woolworths site – too high • Fed dribs and drabs – no detail, no background papers, lack of strategic justification for height • No high rise at all • The proposed heights may not be able to occur on single sites (if they are not consolidated) • Instead of 3-4 storeys – an average of 3 and max of 5 resulting in greater terraced buildings (absolute rule is not always the best option)
Transitions	<ul style="list-style-type: none"> • Transition needs to be properly managed Look at urban renewal development area and provide a transition to the heritage area in terms of building heights. • Garden apartments are located to the east of urban renewal area – this should continue all along the eastern boundary of urban renewal area. • Great concern about impact of development on strategic sites adjoining sites and loss of views and outlook
Schools	<ul style="list-style-type: none"> • Schools in residential zones do not work. Have specific school area • Draft concepts plan document – 8th page ‘preferred building type locations’ The location of St Josephs School is incorrect – it’s located on Orrong Rd, Sandham St, Staniland Grove, not on St Georges Rd. • Traffic management for schools needs to be improved • School expansion off main roads and into residential areas makes traffic and residential amenity problems even worse than they are now in a relatively small pocket of residential properties. Residents LIVE in the area – most of the school students/parent DON’T. They can leave – we can’t.
Developer contributions	<ul style="list-style-type: none"> • In order to change the feelings that developers ‘take’ rather than ‘give’ to the community, what about requiring a contribution from developers in providing physical/financial assistance to community – like a block of apartments may need to provide a certain amount of public parking, particularly when near the shopping precinct. • Please ensure developers are required to provide significant green space including trees at the front of developments.
Other comments	<ul style="list-style-type: none"> • Elsternwick is already over-developed - permits awarded should account for future growth already
QUALITY DESIGN PRINCIPLES	
Diverse/ affordable housing	<ul style="list-style-type: none"> • Enough hoses for ageing and students • Need diverse options so that there is a diverse range of people catered for • Affordable housing – Nepean Hwy • What is affordable housing? • Aged care – no justification (spin and bull)

	<ul style="list-style-type: none"> • Diversity – we have our own style now – seems people choose to live here if they can afford it – it’s a sacrifice • Affordable housing – Government subsidised? • Diversity of housing desirable • Would like to see affordable housing • Enough houses for ageing and students • Need diverse options so that there is a diverse range of people catered for • More detail needed for what employment and diverse housing would entail i.e. Would Council still own the land?
Quality design	<ul style="list-style-type: none"> • Design should not detract from local area • Want to retain suburban feel • Developers are building residences not homes • Prefer single driveway access providing better street rhythm
Building types	<ul style="list-style-type: none"> • Garden apartment type within the backstreets side by side that are not heritage or NCO <ul style="list-style-type: none"> ○ To take the pressure off strategic area near Nepean Hwy • Heritage/character shop top building types is considered satisfactory. So is shop top building types. • Concern about garden apartments – lack of green space/gardens • Other Council’s do not want split properties right down the centre, side by side town houses • Interested in 3 BR downsizer accommodation • Lower scale/single storey units with ground floor backyards
Heritage	<ul style="list-style-type: none"> • Heritage area proposed is missing significant heritage housing on streets such as Allison and Seymour Rd. Fix it • Protect all heritage buildings (even if they are not in an overlay) <ul style="list-style-type: none"> ○ Even between railway line and Nepean • This was the first area settled in Elsternwick • Review the urban renewal area for heritage overlay • Heritage <ul style="list-style-type: none"> ○ Additional areas? ○ Incorporate into typology • Renewal – heritage interfacing, rezoning outside? • Look at urban renewal area in terms of heritage (site specific) • Appropriate transitions and set back where next to heritage houses. • Alison + Seymour – heritage • Additional and alterations to heritage guidelines – doesn’t seem to require extension to respect the original house • Addition to heritage should be architecturally sympathetic and should blend into the street and original house. Should not be easy to tell between the extension and the original house. • Second storey extensions may be visible from the street (on small/narrow block) IF it blends in with the original house • Good base idea however the night has been full of question dodging, overlooking of the truth and hypocrisy. You claim to accept and reject

	<p>applications based on the heritage of the area. The fact that you can't walk down an Elsternwick street without seeing a great 1920's house being ripped down to make way for ugly high rise apartments proves this to be false.</p> <ul style="list-style-type: none"> • Preserve the heritage overlay (St Georges Rd #1) • St Clements Church, 10th Jewish Scout Hall (community value)
TRANSFORMATION PROJECTS	
Retail precinct	<ul style="list-style-type: none"> • The need for offices is not clear • Some traders do not want Carre street to be closed off • Some residents thought closing off Carre Street near Glen Huntly Road was a good idea • Shared streets? • New plaza – when you close off a street – where does the traffic go?
Entertainment and cultural precinct	<ul style="list-style-type: none"> • Add open space and parks • Don't need more parks • Trees are not necessary. Closing off streets and/or making them one-way is only going to make a bad traffic and parking (at pick-up and drop-off times/ at peak entertainment use times) worse. There seems to be no understanding that making parts of Elsternwick a 'destination' has a huge impact on residents amenity and access to their homes. • If the 'old' library site is not converted to a park then there will be no net increase to open/green space within the area of Elsternwick. • More detail on green space within urban renewal precinct • ABC studios – Jewish School (temporary), Gordon St and Sinclair St – youth community • Does it make sense to move the library? Make it a hub instead. • Playground? Activate where the library is. • What uses do we want in Horne St area?
Station precinct	<ul style="list-style-type: none"> • Build over train line to connect open space, train line, Glenhuntly Road and Nepean HWY (near open space along Riddell Parade) • Station precinct South of Glenhuntly Road along the train line • Support better use of the railway reserve from Riddell Parade through to Glen Eira Rd public open space • More detail about station plans required • Is there any plans for upgrade of the station e.g. Lift? • If develop the station would need an entrance on other side of Glenhuntly Road • Would shops/traders still be allowed to trade with the potential building over the railways station?
Council assets	<ul style="list-style-type: none"> • Encourage Council to enter into a property swap with Woolworths to develop their supermarket etc. on the corner of Orrong Road and Stanley St (currently Council owned car park at grade). This site lends itself to having less traffic related problems including: • Council land asset base • Council should be leveraging on their assets – from architect/developer • How to retain current land and rent the space instead of selling – keep

	<p>library and develop surrounding area rent out for other uses – this rent will provide funds to Council.</p> <ul style="list-style-type: none"> • We can build a library and the parking that it needs • Library should be on property that is owned by Council. •
TRAFFIC AND PARKING	
Traffic	<ul style="list-style-type: none"> • Big outstanding question for us is traffic. We don't understand how closing off streets around Gordon, Sinclair and Selwyn won't cause real disruption • We're also concerned about how Woolworths development will increase traffic and parking requirements near so many schools. • Traffic management and parking need to be considered before these plans could be real. • I live in Gordon St, love it to be a pedestrian strip; am worried about the traffic though! • Traffic – Woolworths – where? <ul style="list-style-type: none"> ○ Access to and from Woolworths and cycle of traffic ○ Statistics about shopping times – Safeway entrances • Concern of library moving to Woolworths site as well added traffic. • Traffic assessment for Carre and Staniland closure? Impacts on parking as well • Without traffic and parking plans a lot of these are wishy washy • Traffic (North of Glenhuntly Road), not good access, not safe • Look into why the roads were closed (+one way) along Miller St, McCombie St, Rippon Grove. Will these be opened back up due to development occurring in the area? • Glenhuntly and Nepean Hwy intersection traffic needs to be resolved • Congestion - Orrong Road – very bad at peak hour • Cars!
Parking	<ul style="list-style-type: none"> • Can you put parking along the South of the railway? • We need to be serious about larger developments providing full parking with no reductions/exemptions. • Increased parking and better traffic flow. • More details on Coles requirements for the development? Details with developers with car parking • Potential loss of car parking • Special rate led to existing car park – can't move car park from those businesses • Economic viability of centre during car park disruption <ul style="list-style-type: none"> ○ Stanley St car park should remain a car park – not retail or commercial. Should be underground – max 1 storey above ○ More investigation required • ? knowledge of who uses car parks – audit • Parking and patrols near school • Car parking <ul style="list-style-type: none"> ○ That is a 'location' to service

	<ul style="list-style-type: none"> ○ Land affected by separate rate scheme it belongs to traders who paid for each and every one ○ Existing parking if relocated – businesses will suffer severely e.g. Parking near library would impact detrimentally on individual business ○ Parking near services i.e. The library ● Need more parking <ul style="list-style-type: none"> ○ Parking for older people ○ Disability parking ● High turnover of parking ● Effect of car parking on traders ● Car parking provisions in new developments need to be considered and enforced. ● Multi-storey parking – unsafe for women ● Concerns about safety around the multideck car parking ● Should not remove parking near traders (i.e. Consolidate) ● Parking regulations – concerns ● Parking for uses above shops on Glenhuntly Road ● No parking stackers ● Need more rear accesses to car parking on Glenhuntly Road ● Ensure car spaces on Glen Huntly Road are marked out with lines, not left clear. ● Car park signage (how many parks available) would be good ● Proposed plan is flawed – car parks on Stanley won't have access to shops? ● More work required on Council car parks ● Coles Brighton = good example of car park ● Parking around the station (multi-level? Single storey?) ● Parking for uses above heritage character ● Review parking restrictions around the station ● Council should not waive car parking requirements and loading bay requirements of new developments ● Lack of car parking is the main issue – provide several multi storey car parks. Don't need open space parks just more car parking spaces! ● With the adjustments to the back car park behind Step Ahead Shoes, Glenhuntly Road, how are large container trucks going to get down the back laneway? This shoe shop has a container load of stock arrive every few weeks and loads from the back laneway, can this still take place in the future? ● No parking currently available in Gordon Street for patrons using the Laundry service. ● Rental car service on Gordon Street is using vital car parking spaces ● Council to provide more civic compliance officers and book more people parking illegally ● Will Elsternwick become a food only area as the specialty shops leave due to lack of parking ● Bus parking is allowed outside the Holocaust Centre however there are
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	<p>no buses after 1.30pm/2pm (as the students need to get back to school). Can these parking spaces then become normal parking spaces?</p> <ul style="list-style-type: none"> • Stanley Street currently has permit parking. Only a small amount of houses • Bigger is not better that don't have off street parking. Take parking permits away from the houses that have off street parking to encourage residents to park their cars in their drive ways and garages. If the parking spaces were turned into 4 hour parking this might generate 20 new car spaces. • Provide white lines on roads to show parking spaces, shoppers are bad at parking and often use two spaces • Can Council provide permits for traders and their staff? Very difficult moving your car every two hours, especially if trader is a sole operator.
Cycling	<ul style="list-style-type: none"> • Strongly support cycling corridor • Improve safety for cyclists – Glen Eira Road not good enough • Separation of bikes on roads • Not many people ride their bikes into Elsternwick, most people go by cars, bike rakes are a waste of time and money
Access	<ul style="list-style-type: none"> • Need to plan for more mobility scooters in the future • Example of Malvern Central for transport access • Truck movement for the new Coles and Woolworths has to be carefully monitored with building of more developments • Not easy to turn right into Station Street from Glen Huntly Road
Public transport	<ul style="list-style-type: none"> • Free tram zone through the centre would encourage people to park at one end and tram to the other • Improve public transport to the centre so that people don't have to drive • Public transport is nice but not ideal for parents and kids – can't carry shopping home
OTHER THEMES	
VCAT	<ul style="list-style-type: none"> • VCAT – negotiate with developers/home builders prior to lodging application and then give further time before advertising. • Quality of representation at VCAT very poor • Conflict with State Gov v's Local priorities
Woolworths	<ul style="list-style-type: none"> • Can Council work with Woolies to move them to a more appropriate location? <ul style="list-style-type: none"> ○ i.e. Corner Stanley and Orrong Road ○ would Horne Street be better? • Gordon St ABC: proposed increase in zone height levels does not work the street scape, adjacent residential housing, Ripponlea Estate, reduce height level and very specific street transition restrictions. • Gordon St ABC site doubling of zoning permissions from 4 storey doesn't fit with residential and Ripponlea Estate • The ABC site on Gordon St should NOT be mixed use, as it faces a residential area. Same goes for the plaza. Faces houses! • Concern with height and parking for Woolworths • Impact of Woolworths on the ABC site in regards to traffic (supermarket

	<p>goers and deliveries). If Selwyn St is pedestrianised will put increased pressure on St Georges Rd and Sinclair St.</p> <ul style="list-style-type: none"> • Relocation of services/library – Woolworths
Waste management	<ul style="list-style-type: none"> • Waste management of developments • Street cleaning • Better enforcement of waste management plans – commercial properties
Consultation	<ul style="list-style-type: none"> • Improve resident’s consultation in planning an site application processing. • Big tick to Council for taking the initiative on serviceability preparation of a building transitions plan/structure plan • BTW – mostly I think the principles of this are good • Very poor consultation. Web page responses are the lazy way and poor results. Be real this time. • Details! Now – don’t delay or lose opportunities in transit. Businesses suffer, residents lose services. • How will views/opinions be accommodated? • Council should be negotiating more, not making decisions without discussing
Other comments	<ul style="list-style-type: none"> • Focus not just on shopping strip but broader sense of community (using Manly as example) • Ageing population – need to consider their constraints • What attracts people to Elsternwick – keep it functional • Spread community uses • No mention made of the neighbourhood centres • Too many conflicts in vision objectives • The devil is in the detail • Support for structure plan ideas • Concern about impacts of Coles closure • Proper display of Coles development