



CARNEGIE
STRUCTURE PLAN
2018–2031



GLEN EIRA
CITY COUNCIL





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I.0 VISION AND OBJECTIVES



I.0 VISION AND OBJECTIVES

Why is Carnegie changing?

Like many areas across Melbourne and Glen Eira, Carnegie is changing and growing. Melbourne is expected to grow by 1.5 million residents and 584,705 households by 2031. For Glen Eira this means approximately 22,000 new residents, 9,000 households and 9,500 jobs over the next 15 years.

To keep Melbourne liveable and sustainable, the State Government is directing population growth to busy centres that are close to things like shops, services and public transport. Glen Eira has a range of these centres, including Carnegie (which is classed a large major activity centre). This essentially means Carnegie will continue to grow and change into the future.

How can we better plan for Carnegie's future?

We have the challenging task of accommodating this growth and new development, while creating vibrant and successful centres which enhance and protect the character of the local area.

One way we can take on this challenge and plan for Carnegie's future is by having robust long-term plans in place.

What is the Carnegie Structure Plan?

The *Structure Plan* sets out the long-term vision for the busy central Carnegie area. It includes things like development and future land use, transport and parking, types and heights of buildings, employment, open spaces, infrastructure and the preservation and protection of neighbourhood character.

Structure Plans can be used by Local and State Government to help make decisions about developments, investments and infrastructure improvements. These *Plans* can also help community members and developers know what change is expected and allowed in certain areas.

To inform the development of the *Plan*, we completed six stages of consultation with the

Carnegie community and received a total of 780 submissions.

What do we want to achieve?

The proposed changes in the *Structure Plan* have been designed to:

- > establish protection of the heritage character of the Koornang Road precinct;
- > better protect traditional, low-scale residential areas from dense apartment developments;
- > provide more consistent building heights within residential streets;
- > create safe and attractive public spaces that are a focal point for the community to meet and gather;
- > ensure key sites provide opportunities for new local employment and diverse housing; and
- > ensure larger developments provide significant community benefit.

How will we achieve it?

To ensure that the land use and development outcomes outlined in this Plan are delivered and enforceable, the objectives need to be translated into the *Glen Eira Planning Scheme*. The *Glen Eira Planning Scheme* guides decision making on planning permit applications and governs issues such as design and development, land use, heritage, neighbourhood character and amenity.

This statutory translation is achieved by undertaking a Planning Scheme Amendment. The Planning Scheme Amendment process will commence following Council's adoption of the *Structure Plan*. As part of this translation process, the specific statutory tools and mechanisms will be developed to best translate the relevant objectives of the *Structure Plan*. Potential statutory implementation measures are listed in the relevant sections of this *Plan*.

VISION — CARNEGIE 2031

Carnegie will be a safe, connected and welcoming centre that embraces its authentic urban character and cultural identity.

The centre will be a destination for entertainment, shopping and employment, supporting a range of businesses and interconnected community spaces that meet the needs of the local community.



I.0 VISION AND OBJECTIVES

OBJECTIVES

The key objectives for the Carnegie activity centre are:

1. PLACE-MAKING



-
- I.1. Build on Carnegie's reputation as a welcoming and diverse local community with unique commercial and entertainment offerings.
 - I.2. Enhance the distinctive character of the Koornang Road retail strip.
 - I.3. Support a network of urban laneways, active streets and shared community and open spaces.
 - I.4. Encourage landscaping and greenery.
 - I.5. Promote high quality urban design and architecture.
 - I.6. Support safe, accessible and friendly streets.
 - I.7. Encourage development that provides a significant community benefit.

2. HOUSING



-
- 2.1. Manage the transition between housing densities.
 - 2.2. Maintain Carnegie's unique suburban character.
 - 2.3. Recognise Carnegie's role in accommodating a growing population.
 - 2.4. Encourage a diverse range of housing options.

3. ECONOMY



-
- 3.1. Boost evening activity and support quality local shopping, dining and entertainment options.
 - 3.2. Encourage offices and employment opportunities.

4. TRANSPORT



-
- 4.1. Encourage walking, cycling and use of public transport.
 - 4.2. Explore innovative approaches to car parking and traffic management.

2.0 LAND USE





2.0 LAND USE

The Carnegie activity centre has a distinct and diverse urban character in both its residential and commercial areas. The current distribution of residential density east and west of Koornang Road results in multiple residential zones occurring within the same street. This can lead to a range of development types next to one another. To align with the State Government's objectives for growth in Carnegie, higher density development should be accommodated north of the railway line to avoid conflict with lower density areas.

To strengthen the local image and sense of place that is unique to Carnegie, Council will implement these strategies:

- > Provide a greater range of housing types, with a focus on medium density terrace town housing within suburban streets.
- > Explore opportunities to create new street networks to offer a high level of accessibility for walkers.
- > Encourage employment growth opportunities, focusing on professional employment, to provide the community with a variety of local employment options.
- > Facilitate a connection between the urban renewal precinct and the heart of the Carnegie activity centre.
- > Focus housing growth opportunities in areas with underused land, close to jobs, services and public transport.
- > Promote a safe environment for the community, particularly at night by implementing features such as lighting and encouraging passive surveillance of public areas.

Statutory implementation

Statutory implementation measures relating to land use may include:

- > Implementing zones and design guidance that support appropriate housing development in the housing opportunity precinct and to support the realisation of the urban renewal precinct.
- > Reviewing zones to ensure they support the commercial activity of the activity centre.
- > Facilitate the achievement of land use precincts through the planning permit process.

2.0 LAND USE

The area immediately surrounding Carnegie Station has been divided up into the following precincts:

Entertainment precinct

- > Focus on fine dining, cafes and bars.
- > Improve the streetscape of Koornang Road by providing new street trees, and increasing pedestrian amenity with street lighting, pedestrian crossings and seating.

Station precinct

- > An improved transport hub with pedestrian and cycling connections.
- > Advocate for a tram extension to Carnegie Station, as well as better bus connections within the Carnegie centre to the State Government.
- > Create a bicycle path along Shepparson Avenue, connecting Carnegie Station to Neerim Road and under the elevated rail.
- > Advocate for the protection of open space along Woorayl Street, north of the Station to the State Government.
- > Improve pedestrian amenity by creating a pedestrian link to Dandenong Road, improving the pedestrian experience on Morton Avenue, and providing a shared space on Egan Street so that the urban renewal precinct has adequate pedestrian amenity and open space.

Retail precinct

- > Focus on retail and specialty shopping.
- > Create new pedestrian laneways to improve connectivity and activate existing rear laneways.
- > Explore opportunities to redevelop existing Shepparson Avenue car parks to create a market at ground floor.

- > Increase the provision of open space in Carnegie by relocating Kokaribb Road car park and creating a new landscaped space.
- > Provide more open space immediately north and south of Carnegie Library and Community Centre.
- > Work with the State Government to create a new linear park beneath the elevated railway line to bring the space to life and nourish the community.

Urban renewal precinct

- > Concentrate on employment, housing and infrastructure.
- > Provide a connection between the activity centre and urban renewal precinct.
- > Explore opportunities for additional open space.

Housing opportunity precinct

- > Opportunity for increasing the provision of housing in appropriate locations, around key transport, infrastructure, employment and services such as Carnegie Station, entertainment and retail precincts.
- > Encourage diverse housing options for a range of household types.

Community precinct

- > Provide facilities and services for the community.
- > Encourage community services and public infrastructure in the area surrounding Carnegie Primary School and Carnegie Kindergarten.

Refer to Figure 1.0 — Land use: Precincts.

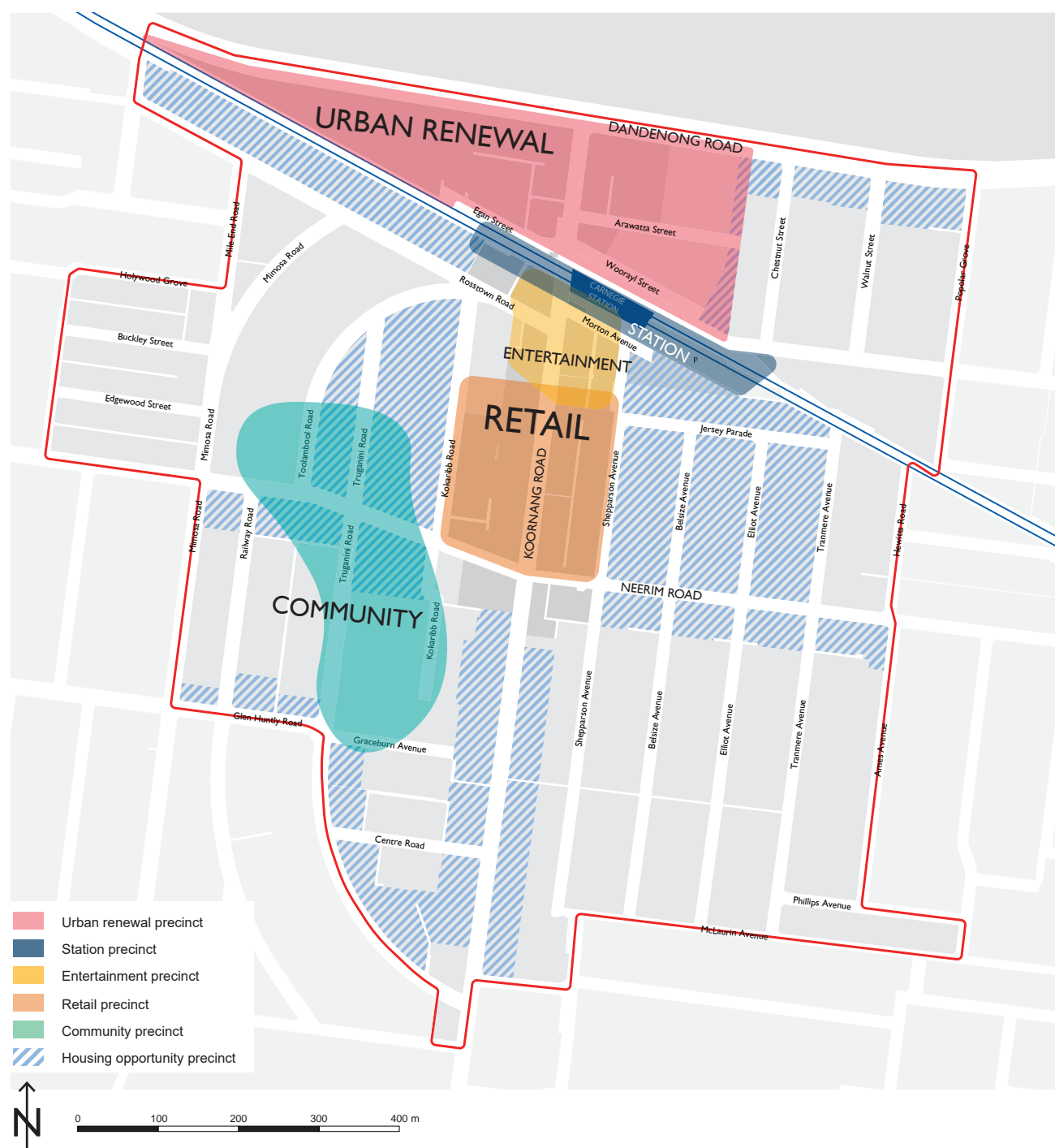


Figure 1.0 — Land use: Precincts



3.0 BUILDINGS



3.0 BUILDINGS

The Carnegie activity centre provides the community with access to a wide range of goods, services and activities, including commercial, retail, entertainment and community facilities. Residential development opportunities need to respond to their unique urban context.

BUILDING TYPES

This section provides a summary of the preferred residential, commercial and mixed-use building types for Glen Eira, applied in this *Plan* for Carnegie.

RESIDENTIAL

Heritage and character housing

- > New housing on land affected by a Heritage Overlay or Neighbourhood Character Overlay that respects and celebrates the character of the area.

Minimal change

- > One or two detached or semi-detached dwellings built on a lot.

Garden townhouse

- > Townhouses in a garden setting.

Townhouse and apartment mix

- > A mix of townhouses and apartments in a garden setting.

Garden apartment

- > Apartment building in a garden setting.

Urban apartment

- > Apartment building within a dense urban setting.

COMMERCIAL AND MIXED-USE

Shop-top (standard)

- > Commercial or mixed-use building that consists of active commercial uses at lower levels and commercial or residential uses at upper levels.

Shop-top (heritage/character)

- > Commercial or mixed-use building that is designed to celebrate and respect the heritage or significant character precinct in which it is located and consists of active commercial uses at lower levels and commercial or residential uses at upper levels.

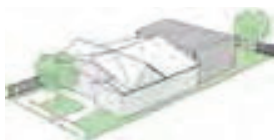
Strategic site

- > Commercial or mixed-use building consisting of active commercial uses at ground floor, further commercial (employment) uses above ground floor and residential uses at upper levels. Key focus on delivering housing diversity, employment and a significant community benefit on identified sites.

Urban renewal

- > Commercial or mixed-use building consisting of active commercial uses at ground floor, further commercial (employment) uses above ground floor and residential uses at upper levels. Key focus on delivering housing diversity, employment and a significant community benefit on identified sites and in areas that can accommodate a higher scale form.

RESIDENTIAL



Heritage and character housing



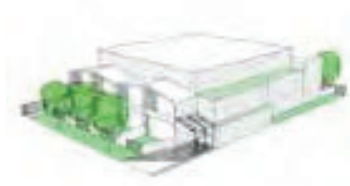
Minimal change



Garden apartment



Garden townhouse

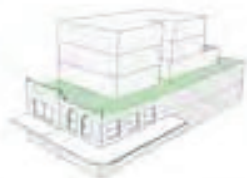


Townhouse apartment mix

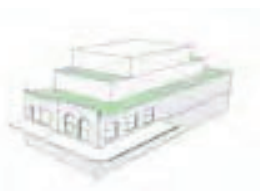


Urban apartment

COMMERCIAL AND MIXED-USE



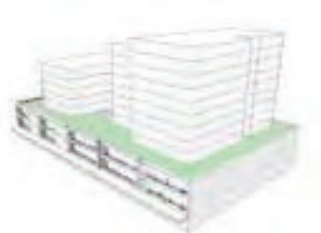
Shop-top (standard)



Shop-top (heritage/character)



Strategic site A and B



Urban renewal

For further information on building types, refer to Council's *Quality Design Guidelines* at www.gleneira.vic.gov.au/qualitydesign

Figure 2.0 — Buildings: Building types

3.0 BUILDINGS

BUILDING TRANSITIONS

The Carnegie activity centre has been identified as a major activity centre with opportunities for urban renewal.

To make sure the right buildings are placed in the right locations, the following strategies will be implemented:

- > To encourage apartment development close to the Koornang Road strip, between Neerim Road and the railway line, with a garden setting and residential built form.
- > Encourage higher density development along transport corridors such as Dandenong Road, the railway line and Koornang Road.
- > Encourage developments that demonstrate a significant community benefit.
- > Ensure appropriate transitions from urban renewal areas to adjoining sensitive residential areas.
- > Develop a clear and legible urban structure, expressed through variation in building height and design, supporting the range of land uses within the Carnegie activity centre.
- > Protect the distinct character of the Koornang Road commercial strip.
- > Investigate the potential heritage significance of the Koornang Road commercial strip.
- > Protect low scale heritage character of the commercial strip on Koornang Road and encourage the continuation of a lower-scale retail corridor.
- > Minimise overshadowing impacts from new buildings on existing and future open spaces, commercial footpath-trading areas and existing residential sites.
- > Ensure development that abuts a sensitive interface, such as heritage or low-scale residential sites, is sympathetic to the scale and amenity of the site.

- > Investigate heritage significance of commercial properties at 239–251 Koornang Road.
- > Buildings identified as Strategic Site or Urban Renewal should only be considered to exceed the preferred height where significant community benefit is demonstrated.
- > Ensure that, where possible, development fronting the public realm or a pedestrian connection is activated.

Refer to Figure 3.0 — Buildings: Transitions.

Refer to Figure 4.0 — Buildings: Preferred setback and height of commercial area.

STATUTORY IMPLEMENTATION

Statutory implementation measures relating to buildings may include:

- > Implement design guidance that provides for a greater level of amenity; provides more areas for conservation of and planting of trees and landscaping; and improved design detail.
- > Implement design guidance to provide an adequate transition between building types.
- > Undertake a municipal-wide heritage review, to identify gaps and protect significant heritage properties currently not identified within the Scheme.
- > Investigate developer contribution opportunities for upgrading infrastructure within activity centres.
- > Investigate greater environmental design and water sensitive urban design requirements for significant developments with consideration for any new State Government requirements.
- > Investigate mechanisms for achieving significant community benefit.

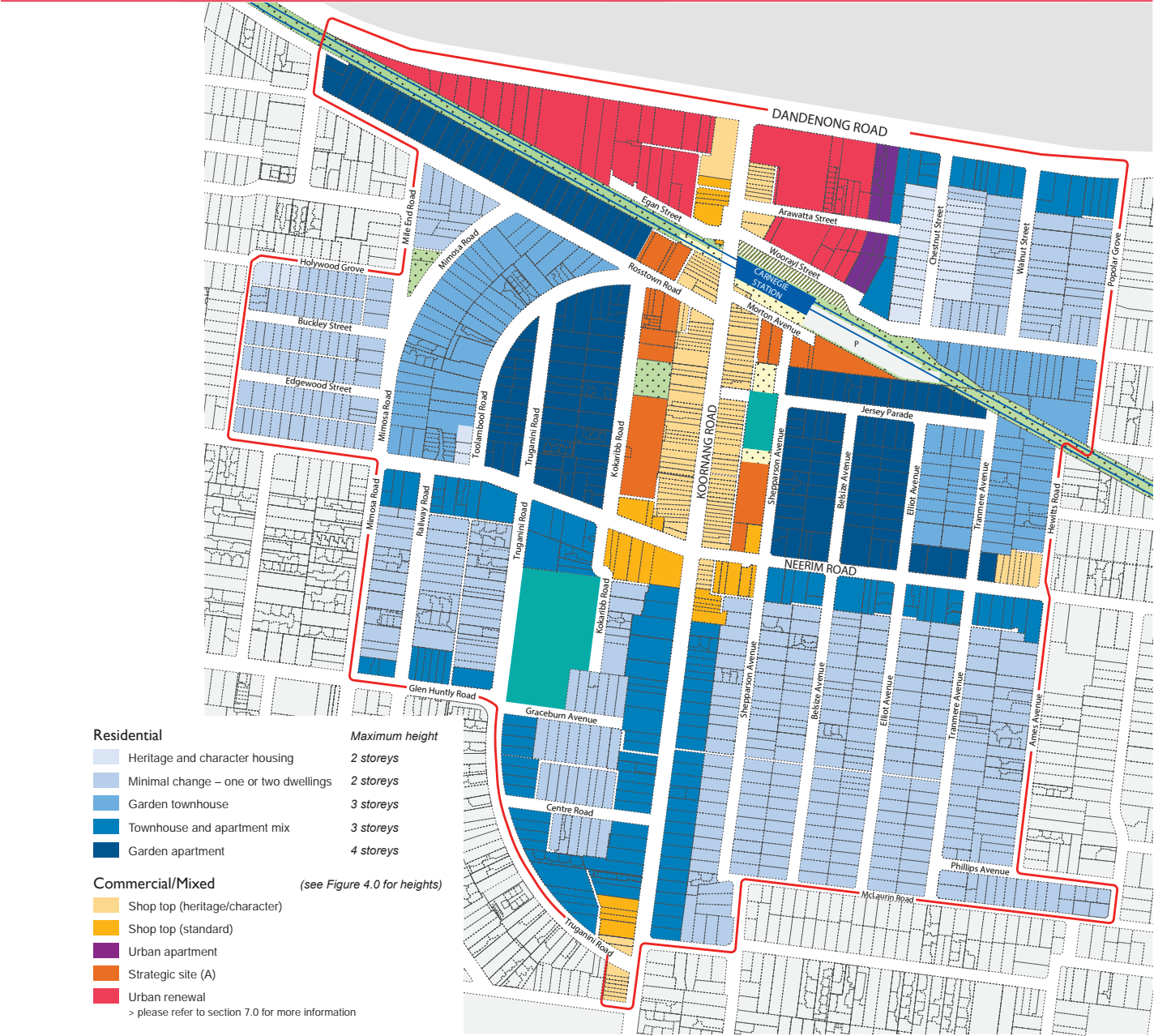


Figure 3.0 — Buildings: Transitions

3.0 BUILDINGS

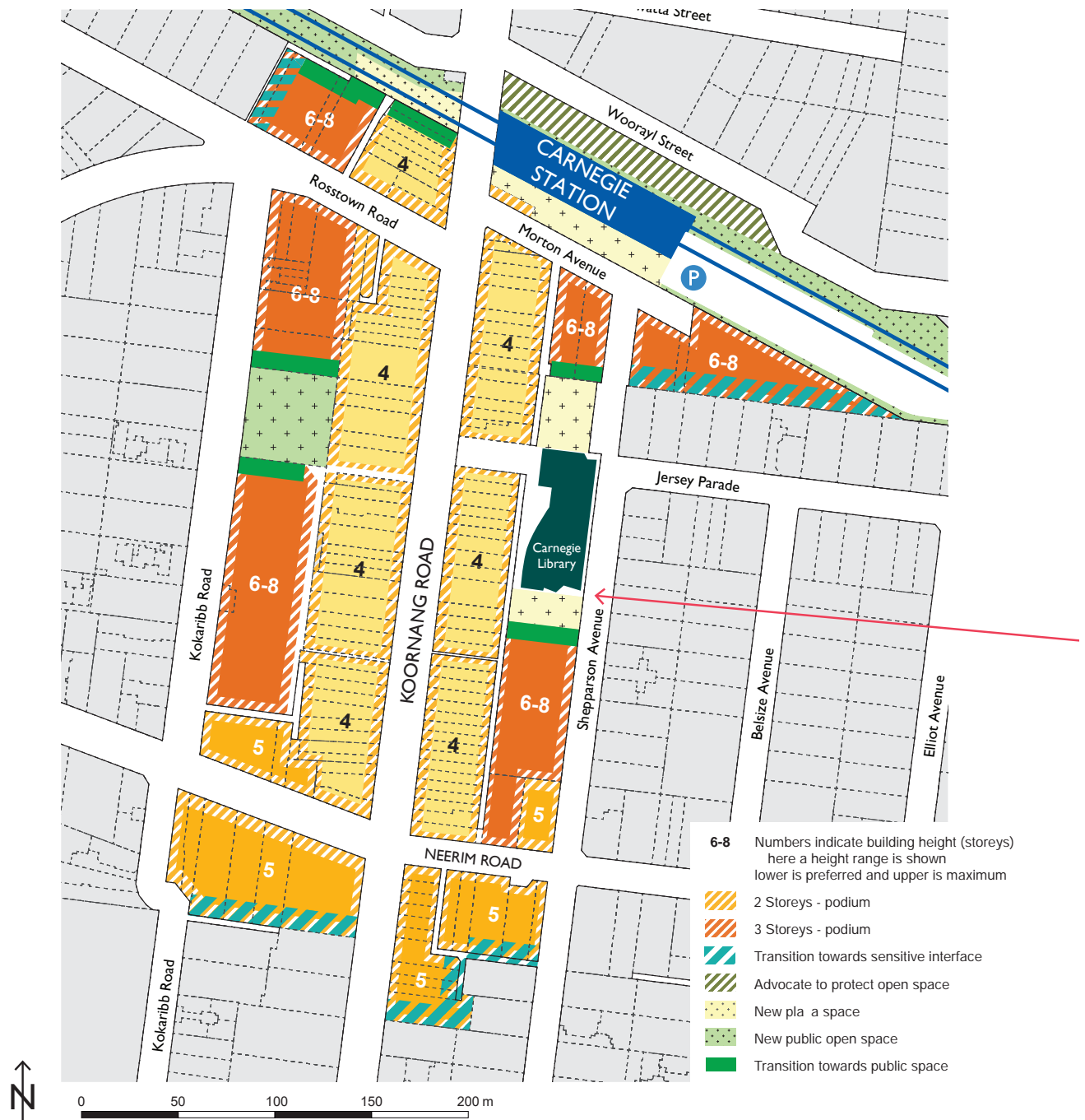


Figure 4.0 — Buildings: Preferred setback and height of commercial area





4.0 PUBLIC SPACES



4.0 PUBLIC SPACES

To improve experiences in the Carnegie community, we will provide a range of opportunities for people to meet and gather through new spaces within the centre.

To achieve high quality, functional public spaces, we will implement the following strategies:

- > Ensure that public spaces are accessible for all, and remain a focal point for the community to meet and gather.
- > Provide public spaces that are inclusive and inviting by including public art and pedestrian oriented places.
- > Ensure overshadowing from new buildings and works does not result in significant loss of sunlight to future and existing public open spaces and key public spaces.
- > Protect and, where possible, increase the level of sunlight to public open spaces.
- > Actively explore opportunities for additional open space and improve existing open spaces as recommended in Council's *Open Space Strategy*.

Advocacy and partnership

Council will need to work with a range of stakeholders, either through advocacy or partnership to deliver the identified projects. This will ensure that the streetscape and public space improvements outlined in the *Carnegie Structure Plan* are carried out in an orderly and staged manner and in a way that is affordable for the community. Stakeholders and project partners include the local community, local traders, landowners, VicRoads, and Public Transport Victoria.

STATUTORY IMPLEMENTATION

Statutory implementation measures relating to public spaces may include:

- > Review public open space contribution requirements after new census data released.
- > Implement design guidance to provide greater protection to public spaces from adjoining development.

Refer to Figure 5.0 — *Public spaces: Concept map*.

HOW WILL WE DELIVER OUR PROJECTS?

Non-statutory framework

A more detailed implementation plan will be developed following adoption of the *Carnegie Structure Plan*. The detailed implementation plan will guide future project bids as part of Council's budget processes and priority setting.

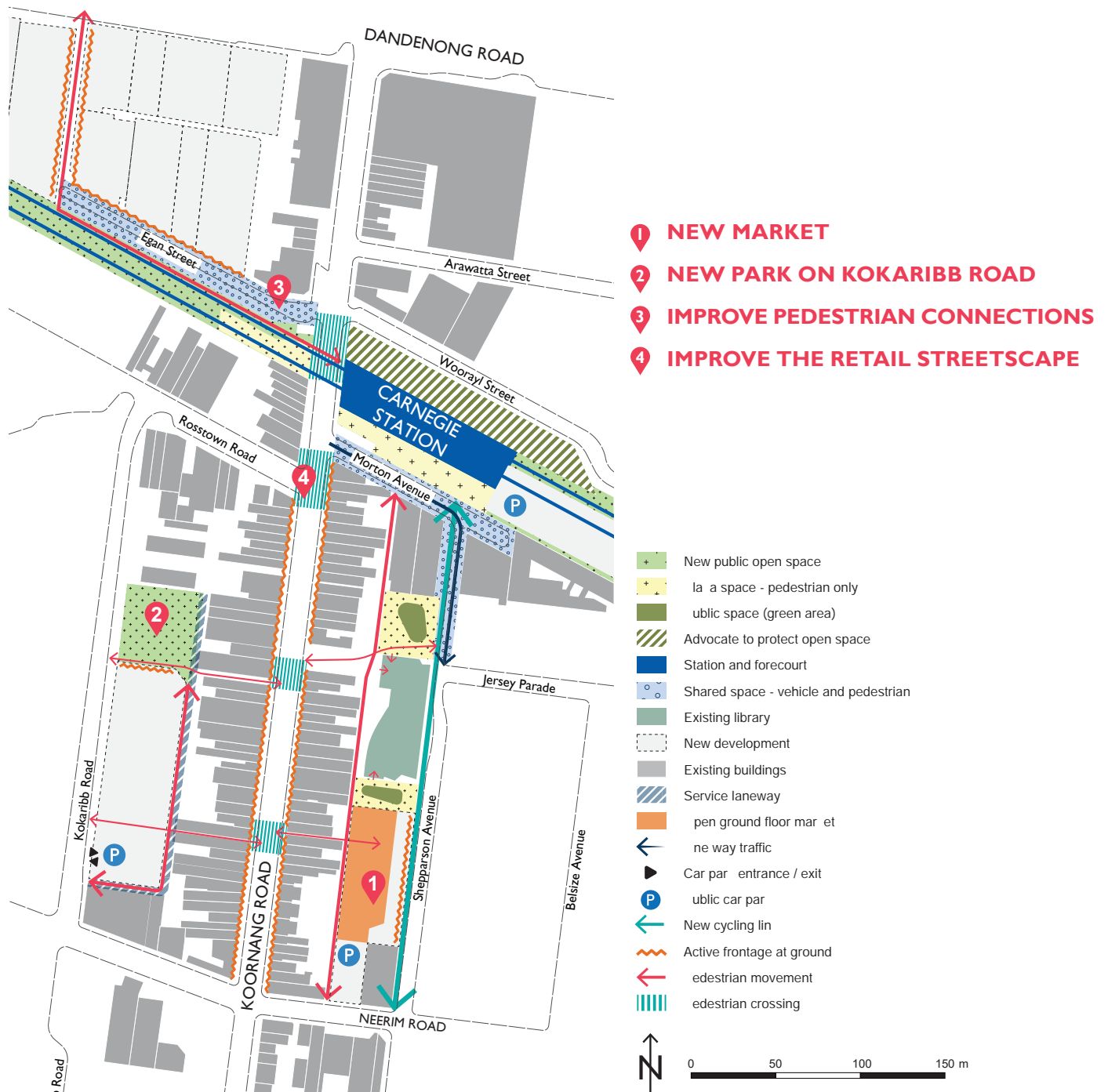


Figure 5.0 — Public spaces: Concept map

4.0 PUBLIC SPACES

I. NEW MARKET

PROPOSED



EXISTING



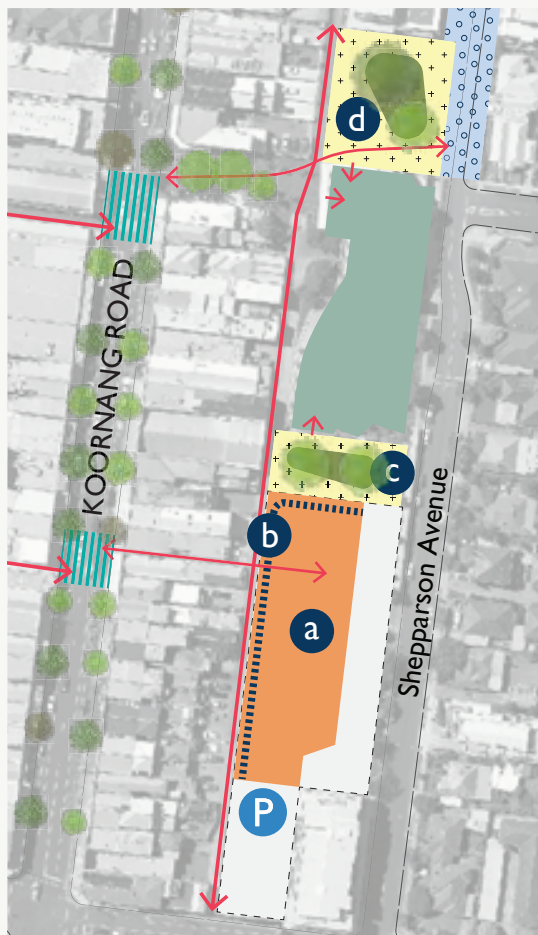


Figure 6.0 — Public spaces: New market

	la a space - pedestrian only
	ublic space (green areas)
	Shared space - vehicle and pedestrian
	New development
	pen ground floor mar et
	Existing library
	edestrian movement
	library entrances
	edestrian crossing
	ublic car par

Redevelop the existing Shepparson Avenue car park site to provide a market at ground floor and incorporating opportunities for employment and diverse housing in upper levels.

Key elements of this project include:

- a** No net loss of existing car parking.
- b** Activated ground floor frontages to Shepparson Avenue and the existing laneway.
- c** Creation of a new public plaza between the existing library and the proposed market building.
- d** Relocation of the existing childcare facility and car park from the north of the library and creation of a new public plaza.

Considerations for this project include:

- > Relocation of childcare facility.
- > Provision of existing public car parking within the site.
- > Appropriate vehicular and pedestrian access to new building.
- > Maintaining service access to the rear of Koornang Road shops.
- > Improved pedestrian connections through to Koornang Road.
- > Manage interim car parking requirements during the construction phase.
- > Minimise visual impact of development when viewed from Koornang Road, respecting the potential heritage significance of built form in Koornang Road.
- > Identify areas that meet the requirements of 'public open space' as defined in Council's *Open Space Strategy*.
- > Retail mix within market.

Refer to Figure 6.0 — Public spaces: New market.

4.0 PUBLIC SPACES

2. NEW PARK ON KOKARIBB ROAD

PROPOSED



EXISTING



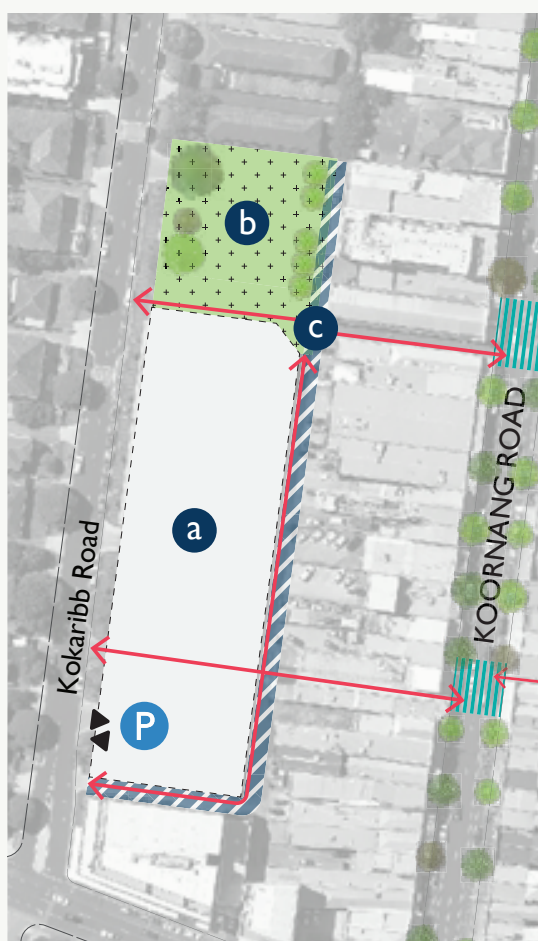


Figure 7.0 — Public spaces: New park on Kokaribb Road

Create a new park in place of the Council car park in Kokaribb Road.

Key elements of this project include:

- a Seek to increase publicly accessible car parking in partnership with a future supermarket redevelopment.
- b Create a new park in place of the Council car park in Kokaribb Road that serves the needs of the Carnegie community, ensure adequate sunlight provision and minimise overshadowing of future park.
- c Build a high quality pedestrian connection across the new open space, and retain the existing pedestrian connection to Koornang Road.

Considerations for this project include:

- > Partnering with supermarket to facilitate provision and increase of existing public car parking (including relocation of existing parking from Council land).
- > Managing interim car parking requirements during the construction phase.
- > The delivery of the new park is dependent on the incorporation of public car parking into the redevelopment of the supermarket site.
- > Ensuring vehicle access to the rear of Koornang Road shops.
- > Working with landowners to provide high quality pedestrian access from Koornang Road to the new park.
- > Considering the requirements of Council's *Open Space Strategy* in the design and function of the new park.

Refer to Figure 7.0 — Public spaces: New park on Kokaribb Road.

4.0 PUBLIC SPACES

3. IMPROVE PEDESTRIAN CONNECTIONS

PROPOSED



EXISTING



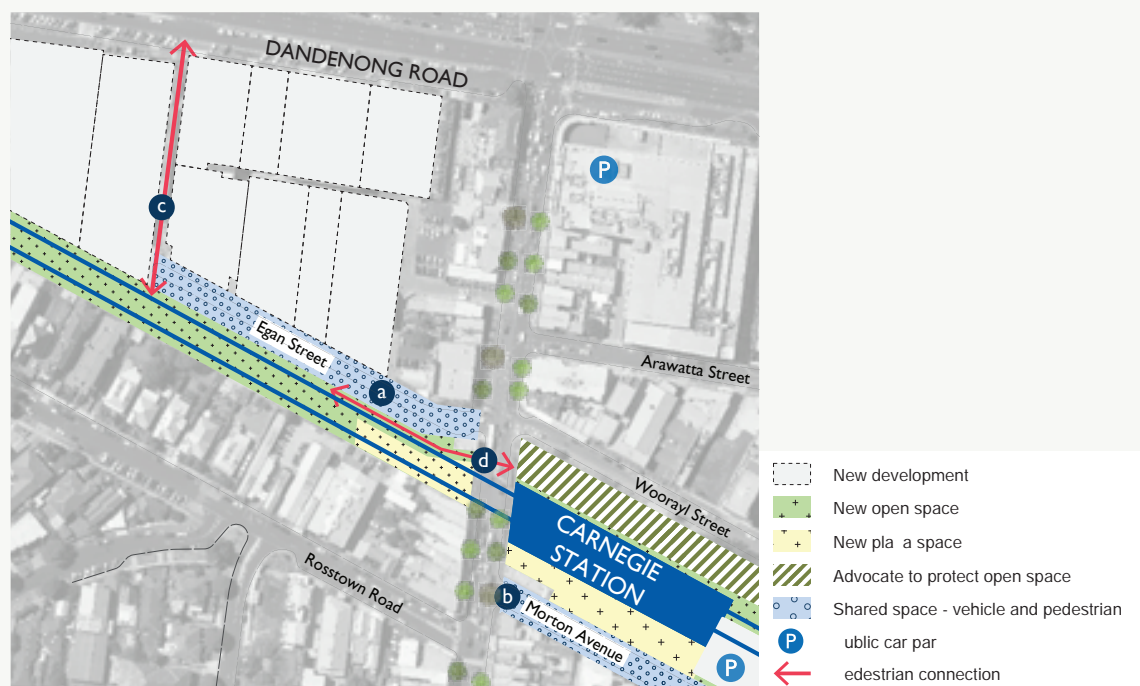


Figure 8.0 — Public spaces: Improve pedestrian connections

Improve pedestrian connections and amenity, particularly around Carnegie Station, ensure adequate sunlight provision and minimise overshadowing of existing and future open space.

Key elements of this project include:

- a** Create a shared space on Egan Street, connecting the urban renewal precinct to the Carnegie activity centre.
- b** Convert Morton Avenue to a one-way street (eastbound) and widen footpaths.
- c** Encourage the provision of a new pedestrian link from Egan Street to Dandenong Road.
- d** Ensure high quality pedestrian and cycling connections to and through the activity centre.

Considerations for this project include:

- > Advocate to State Government for the retention and protection of public open space to the north of the train station.
- > Work with landowners to facilitate pedestrian links and public realm improvements.

Refer to Figure 8.0 — Public spaces: Improve pedestrian connections.

4.0 PUBLIC SPACES

4. IMPROVE THE RETAIL STREETScape

PROPOSED



EXISTING





Figure 9.0 — Public spaces: Improve the retail streetscape

Improvement of the Koornang Road retail streetscape.

Key elements of this project include:

- a** Increase amenity on Koornang Road by improving street lighting, pedestrian crossings and seating.
- b** Provide more trees and greening of the streetscape.
- c** Ensure a high quality pedestrian connection across the new open space at Kokaribb Road, and retain the existing pedestrian connection to Koornang Road.

Considerations for this project include:

- > Working with the Carnegie Traders Association and community members.
- > VicRoads approval for additional pedestrian crossings.

Refer to Figure 9.0 — Public spaces: Improve the retail streetscape.

- New development
- New public open space
- Public space (green areas)
- Advocate to protect open space
- Existing library
- Shared space - vehicle and pedestrian
- Public space - pedestrian only
- Pedestrian movement
- Pedestrian crossing
- Public car park



5.0 PARKING AND MOVEMENT



5.0 PARKING AND MOVEMENT

The Carnegie activity centre is connected by a range of transport modes, including trains, trams, buses, pedestrian networks and roads.

To improve connectivity, ease congestion and provide adequate parking, these strategies will be implemented:

- > Design streets that balance the needs of diverse users to create an accessible, safe, comfortable and enjoyable environment for everyone.
- > Ensure the centre is safe and easy to navigate.
- > Provide a slow-speed environment to ease the movement of pedestrians and help create attractive places.
- > Enable clear and efficient connections to public transport hubs.
- > Ensure appropriate parking is provided in suitable locations.

Refer to Figure 10.0 — Parking and movement: Vehicle and pedestrian map.

Statutory implementation

Statutory implementation measures relating to parking and movement may include:

- > Investigate various parking provisions for activity centre areas (such as a car parking overlay or parking precinct plan) and implement into the Scheme.

Vehicle movement

- > Increase pedestrian amenity by converting Morton Avenue traffic to one-way east bound.
- > Improve the rear access laneway to the east of Koornang Road between Morton Avenue and Neerim Road.
- > Investigate opportunities for improvement of the following intersections:
 - Shepparson Avenue and Neerim Road.
 - Koornang and Neerim Roads.
 - Kokaribb and Neerim Roads.
- > Reduce the speed limit through the commercial core to 40km/h to improve pedestrian and cycle safety.

Pedestrian movement

- > Improve pedestrian safety and amenity along Koornang Road by expanding pedestrian crossings and increasing tree plantings.
- > Enhance pedestrian connectivity within the centre by:
 - Improving east to west pedestrian connections.
 - Creating new north to south links at the rear of commercial properties on both sides of Koornang Road.
- > Increase footpath widths on Morton Avenue.
- > Create a network of tree-lined walking and cycling facilities within the urban renewal precinct.
- > Encourage the provision of a new pedestrian road connection between Egan Street and Dandenong Road.

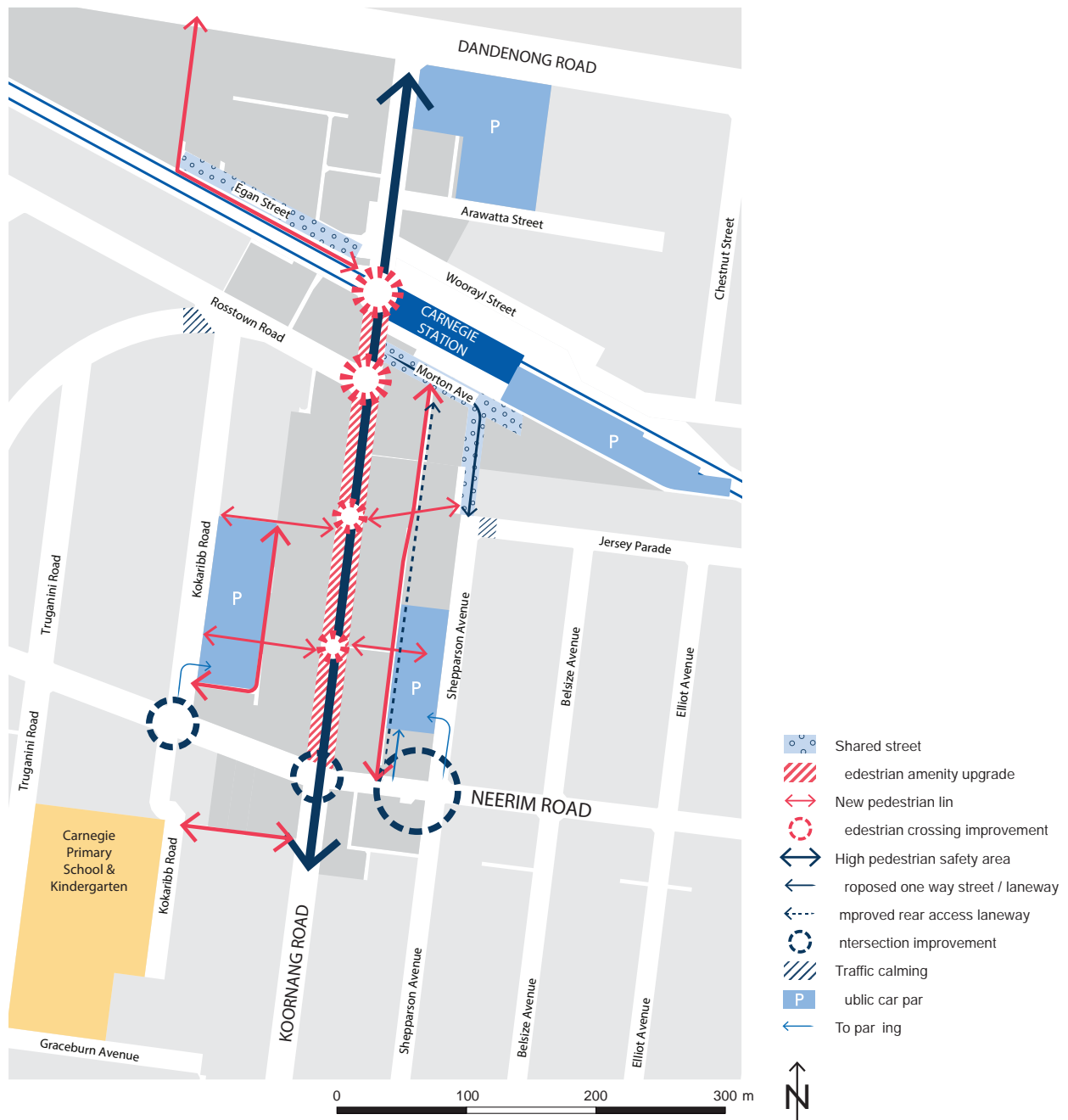


Figure 10.0 — Parking and movement: Vehicle and pedestrian map.

5.0 PARKING AND MOVEMENT

Parking

- > No net loss of existing car parking at the Shepparson Avenue car park.
- > Relocate Kokaribb Road car park into supermarket development and create a new park at street level.
- > Explore options to provide new public car parking in the urban renewal development area between the railway line and Dandenong Road.
- > Prioritise Koornang Road for short-term and needs-based parking.
- > Reduce parking on Morton Avenue to increase the footpath width and greenery.
- > Retain as many on-street car spaces as possible.

Refer to Figure 11.0 — Parking and movement: Parking.

	Council-owned car parks	No. of existing spaces	No. of projected future spaces	Change*
A	Shepparson Avenue	121	121	No change
B	Kokaribb Road	67	190	+123
C	Child care centre	5	0	-5
	TOTAL	193	311	+118

Centre	Total no. of existing spaces	Total no. of projected future spaces	Overall increase*
Bentleigh	915	1,179	264
Elsternwick	364	520	156

*Projected change is indicative and subject to further detailed parking analysis.

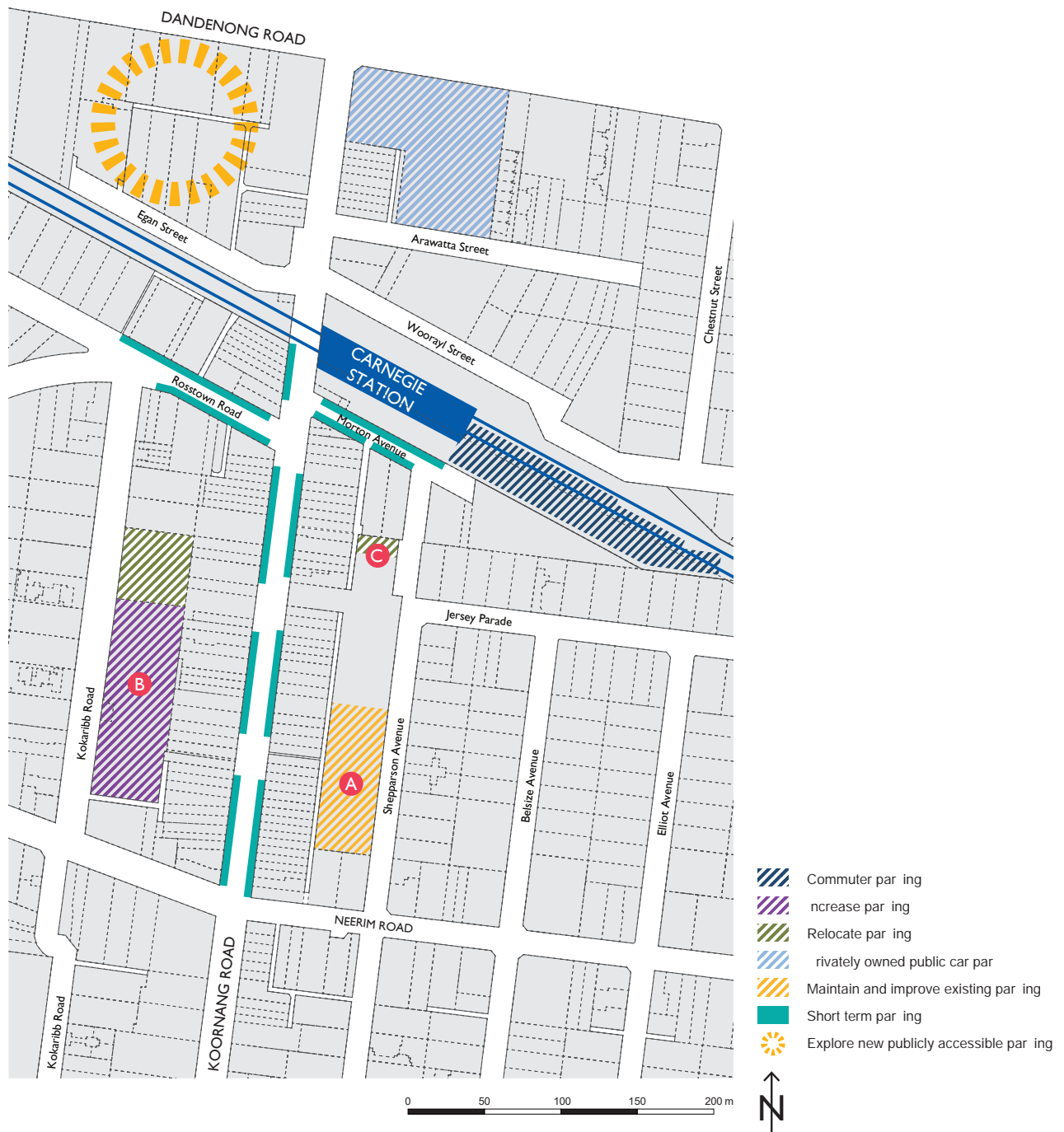


Figure 11.0 — Parking and movement: Parking

5.0 PARKING AND MOVEMENT

Cycling

- > Complete a fully protected north-south cycling link along Shepparson Avenue, connecting Neerim Road and the new shared user path under the elevated rail.
- > Work with VicRoads to implement a strategic cycling corridor on Neerim Road.

***Strategic cycling corridor**

VicRoads has identified a designated cycling route that connects important destinations: the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.

Refer to *Figure 12.0 — Parking and movement: Cycling network map*.

Public transport advocacy

- > Alignment of bus and train timetables to improve ease of travel.
- > Addition of new bus routes to service the Carnegie area.
- > Increase of bus service frequency including weeknights and weekends.
- > Increase secure bicycle parking at the train station.



Figure 12.0 — Parking and movement: Cycling network map



6.0 STRATEGIC SITES



6.0 STRATEGIC SITES

A number of sites east and west of the Koornang Road retail core, south of the railway, have been identified as strategic sites with a mix of land use and open space aspirations. These sites offer an opportunity for taller buildings up to 6-8 storeys in height that complement but do not prejudice the low scale character of Koornang Road and surrounding residential areas.

Buildings of this scale will balance the need for growth without overwhelming the low-scale main street character or residential surrounds and identified open spaces. Strategic sites also provide an opportunity to establish a preferred contemporary character outside of the historic retail core where a consistent streetscape character is currently lacking.

While the urban renewal area can be viewed as a precinct wide redevelopment opportunity the individual constraints of each of the strategic sites require a site specific approach. The objectives for each of the strategic sites are set out below.

6, 8 and 9 Morton Avenue

The site lies to the south east of Carnegie Station at the eastern end of Morton Avenue. The railway lies to the north of the sites and residential dwellings to the south and east. The main retail core of Carnegie lies to the south west of the site along Koornang Road.

The strategic site is currently zoned Commercial 1 and comprises three lots:

- > 9 Morton Avenue is currently in residential use, redeveloped as apartments in 2011.
- > 8 Morton Avenue is currently a narrow factory unit.
- > 6 Morton Avenue is also in residential use, redeveloped as apartments in 2013.

Recent development has occurred at height of four storeys in accordance with the proposed future direction for this site. No further action required.

2 and 3 Morton Avenue

Located directly opposite Carnegie Station, adjacent to the commercial properties fronting Koornang Road, 2 and 3 Morton Avenue are currently zoned Commercial 1 and comprise the following:

- > 2 Morton Avenue: six storey apartments built in 2015.
- > 3 Morton Avenue: five storey apartments built in 2014.

Both lots have been recently redeveloped with ground floor commercial use in accordance with the proposed future direction for this site. No further action required.

Shepparson Avenue car park site

The Shepparson Avenue car park is a Council owned car park with 121 public parking spaces and a Council acquired factory unit fronting Neerim Road in poor structural condition. The site fronts Shepparson Avenue with a service access for Koornang Road shops running along the rear of the site linking Neerim Road and Morton Avenue. Carnegie Library and Community Centre lies to the north of the site with a retail premises to the south east of the site fronting Neerim Road.

Objective: Redevelop the existing Shepparson Avenue car park site to provide a gourmet food and lifestyle market at ground floor incorporating opportunities for employment and diverse housing at upper levels.

Detailed actions:

- > Ensure no net loss of car parking.

- > Activate ground floor frontages to Shepparson Avenue and the existing laneway.
- > Provide for street based gourmet and lifestyle market at ground floor with commercial offices and residential apartments on upper storeys.
- > Maintain service access to the rear of Koornang Road shops.
- > Manage interim car parking requirements during the construction phase.
- > Minimise visual impact of development when viewed from Koornang Road, respecting the potential heritage significance of built form in Koornang Road.
- > Ensure an appropriate retail mix within the market.

57–71 Rosstown Road

This site lies adjacent to the railway line, on the northern side of Rosstown Road. The main retail strip along Koornang Road lies to the south of the site and the urban renewal area lies to the north, on the other side of the railway line. A vacant site lies directly to the west of the site with detached residential premises beyond. To the east lies a health clinic with retail premises fronting Koornang Road beyond.

The site is currently zoned Mixed Use and comprises the following lots:

- > 57 Rosstown Road: retail (laundry) premises dating from the 1920s.
- > 59 Rosstown Road: retail premises and café also dating from the 1920s.
- > 67 Rosstown Road: low-rise office buildings dating from the 1920s.

- > 71 Rosstown Road: low-rise office building dating from the 1990s.

Objective: To establish a mixed use development consisting of active commercial uses at ground floor, further commercial uses above ground floor and residential uses at upper levels. Any retail provided as part of this development should not detract from the main retail strip along Koornang Road. Recent developments around Morton Avenue and Rosstown Road demonstrate that taller buildings in this area contribute to the urban character established by the new Station.

Detailed actions:

- > Provide an appropriate transition between the historic retail core and the contemporary development in the urban renewal precinct to the north of the site.
- > Activate ground floor frontage to Rosstown Road.
- > Improve and activate the laneway adjacent to 71 Rosstown Road.

6.0 STRATEGIC SITES

Corner of Rosstown and Kokaribb Roads

The strategic site on the corner of Rosstown Road (south side) and Kokaribb Road (eastern side) lies to the rear of the main retail strip along Koornang Road. The site lies to the north of a proposed new public space on Kokaribb Road in place of the existing Council car park. The site is currently zoned for Mixed Use and comprises the following lots:

- > 54 and 56 Rosstown Road: site is currently under construction for five storey apartment building.
- > 58 Rosstown Road: apartments constructed in 2005.
- > 60 Rosstown Road: currently in use as a single storey member club facility (Abel Tasman Dutch Club).
- > 1A Kokaribb Road: four townhouses constructed in the mid-1990s.
- > 1–2 Kokaribb Road: double storey apartment building dating from the 1960s.
- > 3–4 Kokaribb Road: double storey apartment building dating from 1960s.

Objective: Development on this strategic site should provide active commercial uses such as shops and restaurants on the ground floor, commercial uses above ground floor with residential at upper levels. Active commercial uses should support and not detract from the main retail core of Carnegie in Kokaribb Road.

Detailed actions:

- > Active ground floor commercial uses should support and not detract from the main retail core of Carnegie in Kokaribb Road.

- > Pedestrian linkages are required through the site linking Rosstown Road to the new public space where the council car park currently exists.
- > Development should not overshadow the proposed public space.

Supermarket site Kokaribb Road

Objective: Partner with supermarket to facilitate the provision and increase of existing public car parking. Include incorporation of car parking from the adjacent existing car park which is to be redeveloped as open space.

Detailed actions:

- > Incorporation of car parking from the adjacent car park (to be redeveloped as public open space) into redevelopment of supermarket site.
- > Ensure vehicle access to rear of Koornang Road shops.
- > Pedestrian access from Kokaribb Road through to Koornang Road.

7.0 URBAN RENEWAL



7.0 URBAN RENEWAL

The urban renewal area located north of the train line will rejuvenate existing underused land, and accommodate growth close to jobs, services and public infrastructure. There will be a major focus on new and diverse housing and employment opportunities.

Development in the urban renewal precinct provides significant community benefit, and facilitates an appropriate transition to existing residential and commercial areas.



7.0 URBAN RENEWAL

The tallest buildings in Carnegie will be accommodated in a new urban renewal precinct to the north of the railway line.

Given its prominent location on Dandenong Road, this Urban Renewal Precinct is important from a local and regional perspective offering precinct wide opportunities for growth close to jobs services and public infrastructure. It will rejuvenate existing underused land and accommodate growth with a major focus on diverse housing and employment opportunities in transformational built forms of 6 to 12 storeys.

All development must facilitate an appropriate transition to existing residential and commercial areas.

Development which exceeds the preferred building height in the urban renewal precinct will be required to provide significant community benefits.

URBAN RENEWAL PRINCIPLES

The *Structure Plan* establishes a high level framework for the urban renewal area, and establishes principles to guide future development. Future development within the urban renewal area must be consistent with the following preferred strategic direction and built form principles.

PREFERRED STRATEGIC DIRECTION

Prioritise employment generation

Significant developments within the urban renewal precinct must include employment generation land uses. As a benchmark provide one square metre of leasable commercial space per one square metre of developable site area.

Provide significant community benefit

Developments that exceed the preferred height will be considered in the context of benefits provided to the broader community. Examples of community benefit may include, but are not limited to, provision of a diverse mix of housing, new street or pedestrian connections, community uses and facilities and public open space above the minimum statutory requirement.

Create high quality open spaces

Actively explore opportunities for additional open space and improve existing open spaces as recommended in Council's *Open Space Strategy*.

BUILT FORM PRINCIPLES

Minimise overshadowing to existing residential sites

The form and scale of new development must be guided by minimising overshadowing impacts on existing residential sites. Development must satisfy the overshadowing objectives and standards of the *Glen Eira Planning Scheme* and may need to step down in scale towards residential sites to minimise overshadowing impacts.

Minimise overshadowing to public open space

The form and scale of new development must be guided by minimising overshadowing impacts on public open space in accordance with Council's *Open Space Strategy*.

Protect significant open spaces from overshadowing

The form and scale of new development must be guided by protecting significant open spaces from overshadowing. Development may need to step down in scale towards open spaces in order to protect the significant open spaces such as the open space on Woorayl Street from overshadowing.

Minimise overlooking to existing residential sites

Buildings should be designed to minimise overlooking to surrounding residential sites, while not relying solely on privacy screening. Building design should demonstrate how overlooking impacts will be mitigated through design measures and building orientation.

Minimise traffic and parking impacts on existing residential streets

Development should contribute to sustainable transport and parking outcomes across the urban renewal area. Significant development must demonstrate how car parking will be accommodated within the urban renewal area and how to keep impacts on surrounding residential areas low. Consideration of existing and future pedestrian cycle and vehicular movement networks must form the basis of future development.

Appropriate transition to existing residential areas

Taller buildings are encouraged on major roads/transport routes and commercial streets. Development must step down to interfaces with residential areas and provide a landscape buffer where possible.

Develop high quality, well-articulated buildings

Buildings should be designed to make a positive contribution both at street level and when viewed from a distance. Consolidation of smaller lots is encouraged to ensure appropriate setbacks and building articulation can be achieved.

Create a high quality public realm

Development at the street level should support vegetation and greenery and should reflect a human scale. Ground floor uses should foster community connections and employment opportunities, and interfaces adjoining existing and new laneways should be activated.

Incorporate environmentally sustainable design (ESD)

Development should incorporate ESD measures that address energy efficiency, water efficiency and stormwater management, construction materials and waste management.

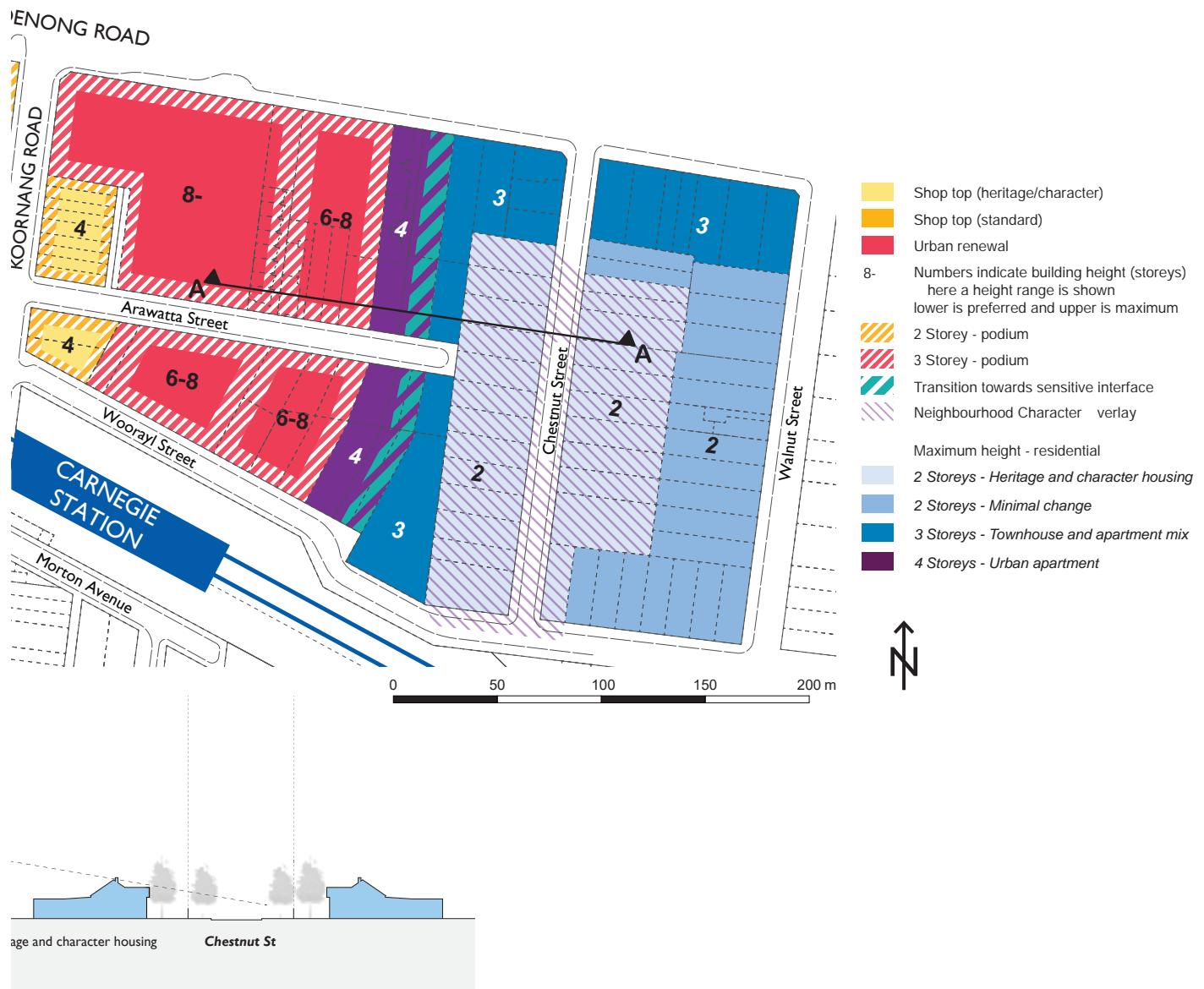
Respond to the adjoining neighbourhood character area

New development must respond to the broader residential context of Carnegie. The design and scale of new development should have regard to the impact on streetscapes, when viewed from the adjoining Neighbourhood Character Overlay area (Chestnut Street), located east of the urban renewal areas. An appropriate transition will need to be achieved to minimise impacts on Chestnut Street while accommodating growth within the urban renewal area.

7.0 URBAN RENEWAL



Figure 13.0 — Urban renewal



7.0 URBAN RENEWAL

URBAN RENEWAL MOVEMENT NETWORK

A series of additions and improvements to the existing movement network will be required to realise the potential of urban renewal areas and to deliver on the principles outlined above, including:

- > Encourage north-south connections beneath the future elevated rail.
- > Investigate traffic movement improvements to improve safety and access.
- > Creation of a pedestrian laneway in the urban renewal precinct, providing greater connectivity and walking accessibility of the area.
- > Develop a shared pedestrian space on Egan Street, connecting to the pedestrian laneway, and a safe pedestrian crossing along Koornang Road.
- > Create new pedestrian links through urban renewal sites that have multiple frontages.

Additional upgrades and alterations may be required, subject to identified impacts of future development.

NEXT STEPS

Changes to the *Glen Eira Planning Scheme* are required to facilitate and guide development in a way that addresses the principles outlined previously. While the *Structure Plan* provides high level direction for the urban renewal precincts, further detailed analysis is required, to inform detailed development parameters and changes to the planning scheme. This may result in further refinement of the building heights and setbacks shown in Figure 13.0.

The following detailed analysis will be undertaken to inform new planning controls:

- > Site and urban form analysis, to ensure that development responds appropriately to sensitive interfaces such as public open space and existing residential areas (including overshadowing analysis).
- > Movement analysis, to identify optimal changes and upgrades to the existing movement network, and to accommodate future development, especially with respect to the Koornang Road level crossing removal, construction of elevated rail and the Carnegie Station rebuild.
- > The first stage of Council's *Heritage Review (2018)* will comprise an analysis of potential heritage fabric within the urban renewal areas. This will provide an opportunity for identified heritage stock to inform planning controls for specific sites and the precincts more broadly.

Consideration of the 2018 update of Council's *Open Space Strategy* will inform detailed open space requirements in the urban renewal area.



8.0 COMMUNITY BENEFIT



8.0 COMMUNITY BENEFIT

Within the strategic sites and urban renewal areas in Carnegie, it is expected that developments which seek to exceed the preferred height will provide a significant community benefit.

Council's *Quality Design Guidelines* states that significant community benefit items may include but are not limited to:

- > diverse housing mix (affordable housing, aged care, student, short-stay accommodation — not just a variety of apartment layouts and sizes);
- > innovation and greater employment uses (beyond what is expected);
- > needed community uses and facilities;
- > additional public parking;
- > additional public space (beyond the minimum requirements of the *Glen Eira Planning Scheme* or relevant adopted Council document);
- > new street or laneway connections; and
- > other significant community benefits.

Community benefits are sought which implement the objectives of the *Carnegie Structure Plan*.

In some locations, the *Carnegie Structure Plan* identifies key community benefit opportunities for certain sites and precincts.

These sites have specific community benefits associated with them which are detailed below. It is not mandatory to provide the specified benefits on these sites, rather this information is provided as an indication of the preferred outcome.

Community benefits are sought which implement the objectives of the *Carnegie Structure Plan*.

In some locations, the *Carnegie Structure Plan* identifies key community benefit opportunities for certain sites and precincts.

These sites have specific community benefits associated with them which are detailed below. It is not mandatory to provide the specified benefits on these sites, rather this information is provided as an indication of the preferred outcome.

These site specific opportunities are summarised.

SUPERMARKET SITE KOKARIBB ROAD

Objective

Increase publicly accessible car parking in partnership with a future supermarket redevelopment.

Site specific community benefit

A new park at street level is sought in place of the Council-owned car park in Kokaribb Road that serves the need for the Carnegie community. In order to achieve this, the existing public car parking in Korkaribb Road, (a minimum of 123 parking spaces) needs to be incorporated into the redevelopment of the adjacent supermarket site.

This car parking should be provided in addition to the car parking required under Clause 52.06 of the *Glen Eira Planning Scheme*.

SHEPPARSON AVENUE MARKET

Objective

Redevelopment of the existing Shepparson Avenue car park site to provide a market at ground floor and incorporate opportunities for employment and diverse housing in upper levels.

Site specific community benefit

Provision of a ground floor market. A new market should focus upon gourmet food and related lifestyle retaining, as well as cafes, restaurants and other eateries. The Oasis Bakery in Murrumbena, the LaManna Supermarket in Essendon and James Street Market in Brisbane are examples of operations similar to that envisaged on the site.

Employment opportunities and community spaces on above levels are sought, with a strong publicly accessible connection with the market at ground floor.

Diverse housing is sought on upper levels, particularly housing types which will live to the new market precinct, such as student housing.

A precinct coordinated approach is required across these uses to create a strong of community, by managing events, curating spaces and encouraging interaction.

URBAN RENEWAL WEST

Objective

Development will rejuvenate existing underused land, and accommodate growth in jobs and housing, close to high quality services and infrastructure.

A new pedestrian friendly pedestrian network will be created to link this new precinct and provide opportunities for community interaction.

Development in the urban renewal west precinct will have a major focus on new employment opportunities, as well as diverse housing.

Precinct specific community benefit

Key pedestrian laneways are sought to unite the precinct and provide public spaces for community interaction.

The urban renewal west precinct is an ideal location for significant new employment opportunities, with a particular focus on office. Ideally a mix of office tenancies is provided, in order to get a mix of business types, from small spaces to large commercial spaces. Offices may also have ground floor frontage, however it is preferred that these tenancies have a secondary level or mezzanine.

Innovation uses which act as a catalyst for this employment precinct are encouraged, such as co-working office.

To service this employment precinct, a publicly accessible parking facility is sought within a development in this precinct.



9.0 WANT TO KNOW
MORE?



ABOUT THE STRUCTURE PLAN

WHY DO WE NEED A STRUCTURE PLAN?

The structure planning process provides Council with an opportunity to work with the local community to discuss and carefully plan for the future needs of the community. This includes responding to community concern that recent developments do not align with the community's expectations. Once the *Structure Plan* has been adopted, it can be put into the *Glen Eira Planning Scheme*.

HOW WILL THE STRUCTURE PLAN PROVIDE MORE CERTAINTY?

The *Structure Plan* provides decision makers, including Council, State Government and other agencies, with a platform to allocate resources towards capital works. It helps guide the determination of planning applications and set work programs across different departments.

Importantly, the *Structure Plan* also provides certainty for the community, business owners, developers and planning applicants regarding the level of change and type of development that can be expected in Carnegie. The stronger controls will provide greater clarity across the planning process including at VCAT.

HOW WAS THE STUDY AREA SELECTED?

To undertake the *Structure Plan* process, Council needed to identify a study area.

The study area included in this *Structure Plan* is bounded by Dandenong Road to the north, Mile End Road, Seymour Avenue, Mimosa and Truganini Roads

to the west, The Crossover and McLaurin Road to the south, and Margaret Street, Ames Avenue, Hewitts Road and Poplar Grove to the east. The railway line runs through the heart of the activity centre.

The activity centre boundary is centred on the commercial core of Koornang Road with a catchment size of an approximate 800 metre to one kilometre — which is an approximate 10 minute walking distance extended to the nearest main road. This area was chosen because it is considered large enough to manage impacts that fall both within and beyond the centre.

The Carnegie *Structure Plan* study area and 10 minute walking distance is shown in Figure 14.0.

WHAT IS THE JUSTIFICATION FOR INCREASING HEIGHTS?

While the intent may be to manage development in these key areas, it is important to note that any change of the planning scheme is required to align with State Government objectives. In particular, the State Government policy is very clear around its expectations to focus new housing in inner-city major activity centres, with the clear objective to 'locate new housing in or close to activity centres and in urban renewal precincts and sites that offer good access to jobs, services and transport.'

As such, to manage development in the key sensitive areas, the concept plans have sought to distribute the areas of growth into more suitable areas within the centre. This means that in some places the height limits have increased.

HOW WILL COMMUNITY BENEFIT BE DETERMINED?

Proposals seeking to exceed the preferred height must demonstrate a significant community benefit (to Council's satisfaction) and must not exceed the maximum height.

Community benefit items may include but are not limited to:

- > affordable housing mix that responds to an identified community need (affordable, aged care, student, short-stay accommodation — not just a variety of apartment layouts and sizes);

- > additional public parking;
- > new street or laneway connections; and
- > needed community uses and facilities.

This list does not identify every type of community benefit, but rather notes emerging high priority items across the municipality.



Figure 14.0 — Carnegie Structure Plan study area

CONTEXT

WHAT MAKES CARNEGIE UNIQUE?

Carnegie is a culinary destination in the City of Glen Eira that is attracting a high level of residential growth. The *Carnegie Structure Plan* study area is focused around the commercial strip that runs north south along Koornang Road. This Koornang Road shopping strip retail core has a distinct and low-scale character that makes Carnegie unique.

Carnegie has accommodated residential growth, due to its public transport connections and proximity to Monash University's Caulfield campus. There is an opportunity for urban renewal in a large pocket of commercial land. This is located to north of the centre, adjacent to the major transport corridor Dandenong Road as well as in proximity to the train station.

WHAT ARE THE CURRENT STRENGTHS AND WEAKNESSES?

Strengths

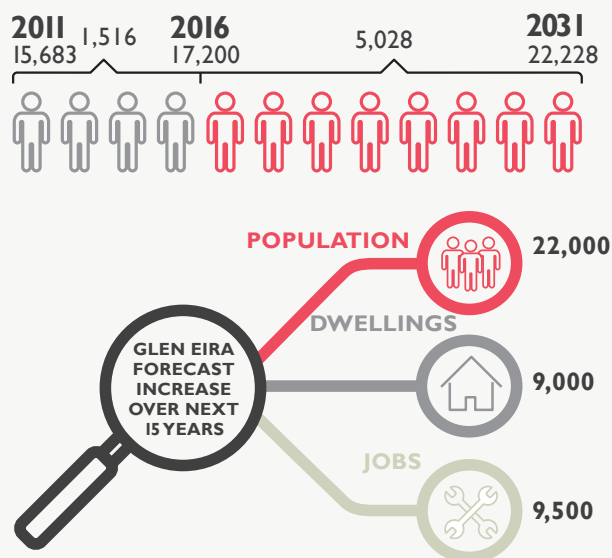
- > Carnegie has strong public transport connections with the Station providing a connection to the CBD as well as south-east towards Cranbourne and Pakenham. A tram service connects to Melbourne University and buses provide a connection through to Chadstone shopping centre.
- > The Koornang Road retail core has a distinct and low-scale character.
- > A number of private and public owned sites east and west of the Koornang Road retail core have been identified as strategic sites that can accommodate transformation projects that can provide a significant community benefit.
- > Land north of the railway line and along Dandenong Road is well located for urban renewal development. The existing commercial building stock is ageing and the location is ideal for redevelopment due to its proximity to services and transport infrastructure.
- > Carnegie provides two full-line supermarkets, a smaller supermarket, fresh food retailing, bulky goods and non-food retailing and a significant number of cafes and restaurants.
- > Car parking in the activity centre includes two at-grade car parks either side of Koornang Road, basement car parking at Carnegie Central and time restricted on-street car parking on most streets throughout the activity centre.

Weaknesses

- > Community concern regarding the rate of development in residential areas between Neerim Road and the railway line.
- > Local streets to the south of Neerim Road are subject to major transitional issues resulting from multiple zones and irregular zone boundaries within a single streetscape, leading to apartments and low density housing within a single streetscape.
- > Dandenong Road retailers are not well connected to the Koornang Road shopping strip, however, the removal of the existing level crossing may improve connectivity within the centre.
- > The Carnegie Library and Community Centre Forecourt provides a small community space, but the activity centre itself has little or no open space. The nearby open spaces are Packer Park, Koornang Park and Lord Reserve.

CONTEXT

HOW MANY PEOPLE WILL LIVE IN GLEN EIRA IN THE FUTURE?



Glen Eira is forecasted to grow by 22,000 people, 9,000 dwellings and 9,500 jobs over the next 15 years. Carnegie increased its population by 1,516 people between the 2011 and 2016 periods from 15,683 to 17,200 people. The population is forecasted to increase to 22,228 by 2031.

As a result, additional housing is needed to meet population growth projections. The demographics help in understanding the housing types required to meet the needs of current and future residents. The predominant household type in Carnegie is lone persons households, closely followed by couples with children and couples without children.

The predominant age group within Carnegie is in the young workforce group, defined as 25 to 34 year olds. Therefore, housing stock needs to be provided which meets the needs of a range of household types. Currently, there is a high supply of existing single detached dwellings as well as new apartments. Increasing the amount of medium density housing will provide housing options for all, including families, people who are downsizing, lone person or other household types.

WHY DO WE NEED TO INCREASE OFFICE AND RETAIL?

PROFESSIONAL, SCIENTIFIC AND TECHNICAL SERVICES
— 14.2 PER CENT

HEALTH CARE AND SOCIAL ASSISTANCE
— 11.2 PER CENT

EDUCATION AND TRAINING
— 11 PER CENT



Only 22.2 per cent of working residents are employed within the municipality, making Glen Eira the fifth lowest council across Melbourne for local employment. Glen Eira residents are mainly employed in white collar jobs and the majority travel outside the area to work.

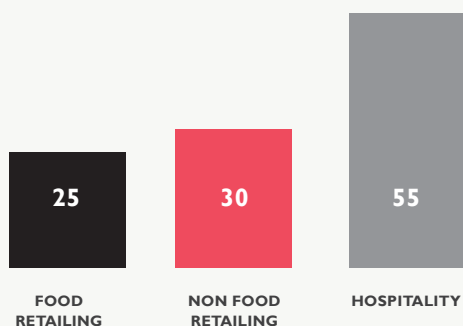
An analysis of the jobs held by the resident population in the Carnegie area in 2016 shows the three most popular industry sectors were:

- > professional, scientific and technical services — 14.2 per cent;
- > health care and social assistance — 11.2 per cent; and
- > education and training — 11 per cent.

Providing increased office and other employment opportunities will allow more Glen Eira residents to work locally.

WHAT ARE THE RETAIL AND SERVICES IN THE CENTRE?

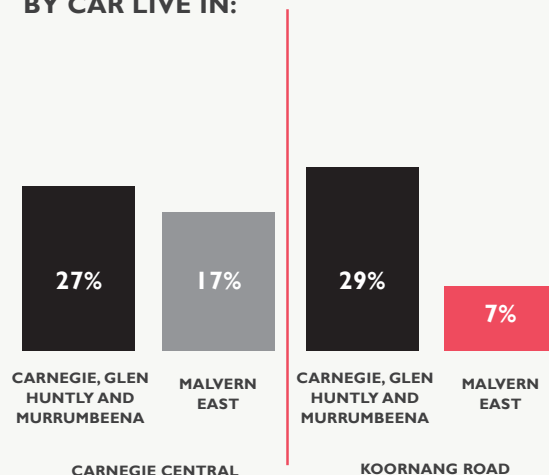
NO. OF BUSINESSES



The Carnegie activity centre is well serviced by full-line supermarkets with a smaller, older format Woolworths supermarket at the rear of the Koornang Road shopping precinct, as well as a larger Woolworths and an Aldi supermarket within Carnegie Central. Fresh produce retailing is primarily located within the Koornang Road shopping strip where there are six retailers, compared to only two within Carnegie Central. In the other Glen Eira activity centres, there are four fresh produce retailers within Elsternwick, and nine within Bentleigh. Therefore, despite the strong competition from the two full-line supermarkets, there is a strong presence of fresh produce retailers within the centre. In total, the centre has 25 food retailers according to the survey in 2017.

WHAT IMPACT WILL THIS PLAN HAVE ON TRAFFIC IN THE CENTRE?

VISITORS TRAVELLING TO CENTRE BY CAR LIVE IN:



Carnegie Central and Koornang Road represent different trade areas. Car park surveys were done separately for the Koornang Road strip and Carnegie Central shopping centre. Residents of postcode 3163 (Carnegie, Glen Huntly and Murrumbeena) accounted for a similar proportion of car-based trips to each, 29 per cent for Koornang Road and 27 per cent for Carnegie Central. There is a notable difference in the proportion of trips accounted for by residents living north of Dandenong Road in Malvern East. These residents accounted for 17 per cent of visitors to Carnegie Central, but only seven per cent of those to the Koornang Road shopping strip. This may possibly reflect the opportunities for these residents to purchase from roadstrip shops in Glenferrie Road, Malvern or High Street, Ashburton. Compared to Glen Eira's other major activity centres (Bentleigh and Elsternwick), the distribution of visitors to the Koornang Road strip appears to be more dispersed. This *Plan* includes a range of vehicle, pedestrian and cycling movement initiatives designed to reduce car dependency and help to minimise short trips taken by car.

INPUTS

HOW WAS THE COMMUNITY ENGAGED?

Extensive community consultation informed the structure plan process, with a focus on engaging a variety of stakeholders, including residents, local business owners, workers, state agencies and other stakeholders.

Between November 2016 and December 2017, Council undertook a six step consultation process, and feedback, comments and submissions have contributed to the preparation of the Carnegie Structure Plan.

The consultation process included:

- > letters to affected property owners;
- > promotion through Council's website and *Have Your Say* site;
- > Facebook advertising;
- > online surveys;
- > articles in the local newspapers;
- > *Glen Eira News* articles, lift-outs and features;
- > community forums;
- > discussions with a wide range of internal Council departments; and
- > drop-in sessions at our information booth at Carnegie Library and Community Centre.

Total: 780 Carnegie submissions

2016	NOV 2016—FEB 2017	MAR—APR 2017	MAY—JUN 2017	JUL—SEPT 2017	OCT—DEC 2017
Planning Scheme Review and Community Plan consultations	Tell us what you love about your shopping strip	Transforming our neighbourhoods together — our concepts based on your ideas	Activity centre strategy and preliminary structure plan exploration	Quality Design Principles and draft concept plans	Quality Design Guidelines and draft structure plans
	367 Carnegie submissions	122 Carnegie submissions	60 submissions and 35 community forum attendees	115 Carnegie submissions and 88 community forum attendees	139 Carnegie submissions and 51 community forum attendees

What have we heard?	What we are proposing
Concern about over development and loss of character in Carnegie.	Decrease growth in residential areas by focusing development north of the railway line.
Ensure development in the urban renewal area responds appropriately to the character area in Chestnut Street.	Reduce scale of development in urban renewal area where it adjoins Chestnut Street properties in order to reduce amenity impacts on existing properties.
More parking is needed.	Propose destination parking and provide a net increase of approximately 100 spaces for the centre focused at the Kokaribb Road site.
More green and open spaces are needed.	<p>A proposed increase in open space will be provided across the centre including at:</p> <ul style="list-style-type: none"> > Kokaribb Road car park (2,146m²). > Corner of Mimosa and Mile End Roads (1,216m²). > Woorayl Street (advocating for the protection of open space). > Actively explore opportunities for additional open space and to improve existing open spaces as recommended in Council's <i>Open Space Strategy</i>.
Improve walkability.	Create pedestrian laneways and shared spaces, and improving walkability and crossings.
More diversity in retail offerings.	Create a new food market at the Shepparson Avenue car park site with opportunities for a range of retail uses.
Provide more housing for families.	Provide opportunity for development of townhouses.
Preserve the heritage character of the Koornang Road shopping strip.	Protect low scale heritage character of the commercial strip on Koornang Road and encourage the continuation of a lower-scale retail corridor.
Carnegie needs vibrant community spaces and places for people to gather.	Provide a community plaza with open space around the library forecourt.

**ADDITIONAL
OPPORTUNITY
FOR THE
COMMUNITY
TO PROVIDE
FEEDBACK**

CURRENT

LOOKING AHEAD

FEB 2018

MAR—MAY 2018

JUNE—JUL 2018

AUG—OCT 2018

OCT—DEC 2018

2019 AND ONWARDS

Consideration for adoption of the Structure Plans by Council

Prepare Planning Scheme Amendment to implement the new policies and controls (including new interim height controls)

Request authorisation from the Minister for Planning

Public exhibition of the Planning Scheme Amendment

Review and consider submissions and request panel hearing

Consider panel recommendations and apply for Minister's approval for the Planning Scheme Amendment.

INPUTS

WHAT RESEARCH WAS UNDERTAKEN?

As well as consultation with the community and other stakeholders and reviewing demographic data, preparation of the Carnegie Structure Plan has been informed by the following independent consultant reports:

- > *City of Glen Eira Analysis of housing consumption and opportunities 2017 (.id)*
- > *Glen Eira Economic Analysis and Forecasting Study 2017 (Blair Warman Economics)*
- > *Assessment of the Economic Impacts of Transformation Concepts on Activity Centres: Bentleigh, Carnegie and Elsternwick, 2017 (Blair Warman Economics)*
- > *Peer Review of Glen Eira's Draft Quality Design Guidelines and Strategic and Urban Renewal Development Plans Analysis, 2017 (Aecom)*
- > *Glen Eira Activity Centres Urban Context Report 2017 (Planisphere)*
- > *Glen Eira Draft Urban Design Guidelines 2017 (Planisphere)*
- > *Glen Eira Urban Design Analysis Report 2017 (Planisphere)*
- > *Glen Eira Community Benefits Discussion Paper 2017 (Planisphere)*
- > *Glen Eira Activity Centres Community Engagement Summary Final Report 2017 (Co Design Studio)*
- > *Glen Eira Transformational Concepts Draft Report 2017 (Planisphere)*
- > *Glen Eira Transformative Concepts Review 2017 (onemilegrid)*
- > *Glen Eira Transport Analysis and Forecasting Discussion Paper (MRCagney)*

Research and reports prepared by Council:

- > *Planning Strategy Impacts on Housing Opportunity*
- > *Parking Analysis for the Bentleigh, Carnegie and Elsternwick Structure Plans*

HOW DOES THIS PLAN LINK WITH

OTHER POLICIES?

POLICY CONTEXT

Local strategies

The development of this *Structure Plan* is linked to the following Council strategies:

- > *Open Space Strategy 2014*;
- > *Planning Scheme Review 2016 Report*;
- > *Glen Eira Council and Community Plan 2017—2021*; and
- > *Activity Centre, Housing and Local Economy Strategy 2017*.

Activity Centre, Housing and Local Economy Strategy

In July 2017, Council adopted a new policy direction for Glen Eira's activity centres. As part of the new framework, Carnegie has been nominated as a major activity centre with opportunities for urban renewal.

- > Carnegie will be a centre with access to a wide range of goods, services and activities, including commercial, retail, entertainment and community facilities, with urban renewal sites in strategic locations that provide the opportunity to develop underused land close to jobs, services and public transport.
 - Employment: Carnegie will have a major focus on employment and growth opportunities, particularly professional employment and retail.
 - Housing: Carnegie will have a major focus on housing growth opportunities, and focus on new families, single, aged care and affordable households.
 - Economy: Carnegie will provide for the weekly

needs of an approximate 800 metre to two kilometre residential catchment, including specialty retailing, hospitality, entertainment, business services and a minimum of (or demonstrated capacity to accommodate) approximately two supermarkets or similar fresh food markets.

State-wide strategies

Development of this *Plan* aligns with the objectives set out in the Victorian Government's Metropolitan Planning Strategy — Plan Melbourne 2017—2050.

Plan Melbourne sets a vision and policy direction for growth, with a focus on ensuring a better distribution of business activity, jobs, housing, services, infrastructure and transport connections within activity centres.

It also provides direction for each municipality and seeks to increase density and activity in established areas currently serviced by existing public transport networks, employment opportunities and infrastructure — with a focus on discouraging urban sprawl.

Carnegie is located in an established area with good access to public transport and facilities. *Plan Melbourne* identifies Carnegie as a major activity centre that can accommodate increased housing and employment. It also recognises that each activity centre has a unique context, and encourages local councils to set their own vision and policy objectives to plan for growth.

IMPLEMENTATION AND REVIEW

WHEN WILL THE PLAN BE IMPLEMENTED?

The statutory portion of the changes (the changes to building and land use controls on all affected land) will be implemented through a Planning Scheme Amendment which will commence in 2018. An Amendment changes the town planning controls which determine how land can be used or developed. For privately owned land, development will occur over time within these newly implemented controls.

In terms of the major projects proposed on Council-owned land such as new public spaces, a more detailed implementation plan will be developed upon adoption of the final *Carnegie Structure Plan* by Council which will include non-statutory implementation and advocacy strategies.

HOW WILL THE PLAN BE FUNDED?

To deliver our projects we will need to undertake capital works projects to make physical changes and other place-making processes to support activity and engagement within public spaces.

Indicative costs and funding sources will be identified to enable co-ordination with Council's capital works budget and program and will be subject to Council's budgetary processes and priorities.

HOW WILL THE PLAN BE REVIEWED?

To monitor and review the final Carnegie *Structure Plan*, we will carry out the following steps:

- > The *Structure Plan* will be internally reviewed every four years.
- > Reporting undertaken against Council's *Glen Eira Council and Community Plan* will include updates on elements of this *Plan* which have been advanced.
- > Council will continue to discuss the outcomes in this *Plan* and the progress of identified projects with the Carnegie Traders Association.
- > A review of the demographic changes anticipated due to this *Plan* in relation to population growth within the study area will occur after the release of Census data at five year intervals.
- > The mapping of development activity within the activity centre will be undertaken after confirmation is given for significant development to proceed.

A complete review of the process of implementing this *Plan* will occur at five year intervals.

HOW CAN THE BUILDING TYPES BE ENFORCED?

A range of planning controls will be used to guide the desired outcomes and achieve the community's vision for Carnegie.

Once Council has adopted the structure plan for Carnegie, a formal amendment process will occur to include these planning controls in the *Scheme*.

Council's *Quality Design Guidelines* provide more guidance as to how we plan to achieve these outcomes.

10.0 GLOSSARY

Activation

The injection of liveliness and vibrancy into an urban area.

Activity centre

A mixed-use area that provides a focus for commercial, retail, employment, housing, transport, services and social interaction.

At-grade

At ground level.

Cycle path

An area open to the public which is protected from motor vehicles and which is for use by people on bicycles only (in which case it is a bicycle path) or by pedestrians and people on bicycles (in which case it is a shared use path). A cycle path can be within or outside a road reserve.

Cycleway

A protected bicycle lane within a road reserve.

Heritage overlay

Applied to a place, object or area identified as being of heritage significance. Trees, gardens, parks, structures, buildings and streetscapes can be included in the heritage overlay.

Neighbourhood character overlay

Protects areas that have a particular urban character; includes both private and public realm aspects and how features interact with each other to create a sense of place.

On-road bicycle lane

A road with a designated on-road bicycle lane (unprotected).

Public realm

All public open space.

Setback

The distance that a structure or building is set back from the property boundary, road or other buildings. Setbacks can occur at ground level or on upper floors of a building.

Structure Plan

A long-term plan that guides important aspects of an area including development, land use, transport and car parking, community facilities, public and open spaces and strategic opportunities.

Statutory implementation

The implementation of strategic guidelines or outcomes into statutory controls.

Urban renewal

The process of unlocking well located, underused land to support employment, residential or commercial growth.

Walkability

The degree to which the built form of an area supports walking as a means of transport or recreation. Walkable areas are connected, safe and accessible for pedestrians.

Wayfinding

The way that people are guided through built environments. Wayfinding can include signage, barriers or ground treatments to delineate space and help users to understand the urban environment.



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